



U.S. Department  
of Transportation

**National Highway  
Traffic Safety  
Administration**

400 Seventh Street, S.W.  
Washington, D.C. 20590

Dear Crash Data Researchers/Users:

Thank you for choosing crash data from the National Highway Traffic Safety Administration (NHTSA) for your research or other use. The information contained in this motor vehicle crash report is collected, maintained and distributed in accordance with Public Law 89-564. In accordance with this Public Law, NHTSA is required not to release any case information until completion of quality control procedures. These procedures include a review of the case material to extract all names, licenses and registration numbers, non-coded interview material, non-research related researcher comments in the margins, non-factual data, and the production number portion of the vehicle identification number (VIN).

If you requested NHTSA to query its database files in order to identify a specific crash, then that query was made using non-personal descriptors you provided for use in our search. This motor vehicle crash may have been identified from a data search and matches the general, non-personal descriptors you provided, but we cannot confirm that this is the specific crash report you requested.

If you have any questions with regard to the above procedures, please contact the Field Operations Branch, Crash Investigation Division, National Center for Statistics and Analysis at 202-366-4820. Again, please be advised that we cannot confirm that this is the case that you have specifically requested nor can we certify the information to be correct.

\*\*\*    \*\*\*    \*\*\*



AUTO SAFETY HOTLINE  
(800) 424-9393  
Wash. D.C. Area 366-0123

Case Vehicle (A): 1999 Cadillac  
 Type: DeVille, 4-door sedan  
 Driver: 80-year-old male  
 CDC: 12-FDEW-1, 12-FLEN-1

## SITUATION

(Slide 1) Case vehicle (A) was traveling west-northwest in the northbound lane of a dry, asphalt, two-lane roadway, (slides 2, 3, 4) with a speed limit of 89 kph (55 mph). The driver of case vehicle (A) reportedly fell asleep, crossed the southbound lane, departed the west side of the road and struck a culvert. Case vehicle (A) then became airborne for approximately 15 meters (fifty feet), went over a small tree, and traveled down the side of a steeply inclined embankment before it came to rest. The driver of case vehicle (A) reportedly attempted to exit the vehicle unassisted through the left-front door, but was unable to do so.

## GENERAL VEHICLE DAMAGE AND ESTIMATED CRASH SEVERITIES

(Slide 5) Damage to case vehicle (A) was moderate. The direct-damage length from the impact with the culvert was 112 cm and began at the left-front bumper. The maximum crush to the bumper was 17 cm and occurred at the left-front bumper corner. The vehicle overlap was 68%. The left wheelbase was reduced 5 cm, and there was no significant change in the right wheelbase.

Using the WinSMASH accident-reconstruction program and (slides 6, 7, 8) c-values for case vehicle (A), the following impact severity was calculated for the impact with the culvert:

| Vehicle          | Variable | Calculated Velocity Change - kph (mph) |              |             |
|------------------|----------|--|--------------|-------------|
|                  |          | Total                                  | Longitudinal | Latitudinal |
| Case Vehicle (A) | EBS      | 14 (9)                                 | -14 (-9)     | 0 (0)       |

This is probably a low estimate due to the direct damage to the vehicle undercarriage, which is not considered in the reconstruction algorithm.

## **DESCRIPTION OF DAMAGE TO CASE VEHICLE (A)**

### **Exterior**

(Slides 9, 10, 11, 12, 13) The front bumper, the left headlight assembly, the grille, the radiator, the left fender, and the undercarriage were damaged by the impact with the culvert. The edge of the left corner of the hood was crushed, but the hood latch was not damaged. Both hood hinges were undamaged and the rear edge of the hood was not elevated. The windshield was cracked along the bottom left side from impact forces. The left fender was buckled and displaced slightly rearward. All doors remained closed and operational.

### **Interior**

(Slides 14, 15, 16, 17, 18, 19) This vehicle was equipped with both steering-wheel and passenger frontal-impact airbags, which deployed during the frontal impact with the culvert. No damage was noted to the airbag skins or (slides 20, 21, 22) to the module doors/flaps. There were blood stains on the back-left side of the driver airbag and on the lower-left side and upper-right corner of the passenger frontal-impact airbag. (Slide 23) The steering-wheel rim was not deformed and there was no deformation of the steering-wheel spokes. There were no intrusions. (Slides 24, 25, 26, 27, 28) No damage was noted to the upper and mid instrument panels. The right portion of the windshield was damaged by the cover of the deploying passenger frontal-impact airbag. (Slides 29, 30) No occupant contact marks were noted on the driver knee bolster. (Slide 31, 32) No contact points were noted on the left roof siderail, the left upper A-pillar, the windshield header/sunvisor, or the left-front door interior panel. Blood stains were also present on the lower-left steering-wheel rim. No intrusions were noted.

## **OCCUPANT INJURIES AND KINEMATICS**

The 5-ft, 10-in, 194-lb, 80-year-old male driver (slides 33, 34) was wearing the available three-point belt, as indicated by a witness mark on the shoulder-belt webbing, and the steering-wheel airbag deployed. On impact, he moved forward into the three-point belt and the airbag. He sustained an abrasion to the nose, probably from his glasses interacting with the airbag. He sustained a contusion to his lower lip, probably from contact by the deploying airbag. He sustained a contusion to his left shoulder and a displaced fracture of the mid sternum, probably

from loading by the shoulder belt, but possibly from loading by the airbag. He sustained an abrasion to the left forearm, possibly from contact by the airbag. He also sustained an abrasion to his left knee, possibly from contact with the knee bolster, although no contact marks were identified. This injury may also have occurred during extrication of the driver, as he was pulled up and out of the left-front door of the steeply inclined car.

The following table and (slide 35) attached drawing summarize the injuries sustained by the driver.

Occupant: Driver  
Restraints: 3-point belt worn; airbag deployed

Age: 80 years  
Stature: 178 cm (5 ft, 10 in)

Gender: Male  
Mass: 88 kg (194 lb)

| Injury Description               | A.I.S.   | Injury Source |                            |              |
|----------------------------------|----------|---------------|----------------------------|--------------|
|                                  |          | Definite      | Probable                   | Possible     |
| Abrasion, nose                   | 1        |               | Airbag/glasses interaction |              |
| Contusion, lower lip             | 1        |               | Airbag                     |              |
| Contusion, left shoulder         | 1        |               | Shoulder belt              |              |
| Fracture, displaced, mid-sternum | 2        |               | Shoulder belt              | Airbag       |
| Abrasion, left forearm           | 1        |               |                            | Airbag       |
| Abrasion, left knee              | 1        |               |                            | Knee bolster |
| <u>Maximum A.I.S. Level</u>      | <u>2</u> |               |                            |              |
| <u>Injury Severity Score</u>     | <u>5</u> |               |                            |              |

TIME

DATE OF COLLISION

      /       /            

HOUR OF COLLISION  
(24 HOUR CLOCK)

LOCATION

STATE:                     

STATE FIPS CODE

AREA

- (1) URBAN  
(2) RURAL  
(9) UNKNOWN

2  
27

ENVIRONMENTAL CONDITIONS

LIMITED-ACCESS HIGHWAY

- (0) NO  
(1) YES  
(9) UNKNOWN

0  
28

ROAD, TOTAL TRAFFIC LANES  
(FOR CASE VEHICLE)

- (1) 1-LANE  
(2) 2-LANES  
(3) 3-LANES  
(4) 4 OR MORE LANES  
(5) DIVIDED, 4 OR MORE LANES  
(6) PARKING LOT/DRIVEWAY  
(7) OTHER:                       
(9) UNKNOWN

2  
29

INTERSECTING RD, TOTAL LANES  
CHOOSE FROM ABOVE LIST, OR

- (8) NOT APPLICABLE

8  
30

TYPE OF ROAD SURFACE

- (1) ASPHALT  
(2) CONCRETE  
(3) GRAVEL  
(4) MORE THAN ONE (CIRCLE EACH)  
(7) OTHER:                       
(9) UNKNOWN

1  
31

ROAD DEFECTS

- (0) NO  
(1) YES  
(9) UNKNOWN

0  
32

ENVIRONMENTAL CONDITIONS

CONSTRUCTION ZONE

- (0) NO  
(1) YES  
(9) UNKNOWN

0  
33

ROAD ALIGNMENT  
VERTICAL PLANE

- (1) LEVEL  
(2) CREST OF HILL  
(3) SLOPE (2%)  
(4) BOTTOM OF HILL  
(9) UNKNOWN

1  
34

ROAD ALIGNMENT  
HORIZONTAL PLANE

- (1) STRAIGHT  
(2) CURVE  
(3) T - SHAPED  
(4) Y - SHAPED  
(7) OTHER:                       
(9) UNKNOWN

1  
35

SURFACE COVERING

- (10) DRY  
  
(21) WATER - DAMP  
(22) WATER - WET  
(23) WATER - PUDDLED  
(29) WATER - AMOUNT UNKNOWN  
  
(31) SNOW - LOOSE  
(32) SNOW - PACKED  
(39) SNOW - CONDITION UNKNOWN  
  
(41) ICE  
(51) SLUSH  
(61) SPILLED GRAVEL  
(71) OTHER:                       
(99) UNKNOWN

1 0  
36 37

VISIBILITY LIMITATION  
(FOR CASE VEHICLE)

- (0) NONE  
(1) CLOUDY/DARK  
(2) FOG  
(3) SMOKE  
(4) WINDSHIELD CONDITION  
(5) GLARE  
(6) RAIN  
(7) OTHER:                       
(8) ICE/SNOW  
(9) UNKNOWN

0  
38

VISIBILITY OBSTRUCTION  
(FOR CASE VEHICLE)

- (0) NONE  
(1) BUILDING  
(2) SIGN  
(3) VEGETATION (E.G. BUSHES, SHRUBS)  
(4) TREE  
(5) HILL OR CURVE IN ROAD  
(6) VEHICLE IN TRANSPORT  
(7) OTHER:                       
(8) PARKED VEHICLE  
(9) UNKNOWN

0  
39

## ENVIRONMENTAL CONDITIONS

### SPEED LIMIT

- |     |                 |          |
|-----|-----------------|----------|
| (0) | 5-45 km/h ..... | 5-25 mph |
| (1) | 46-55 .....     | 30       |
| (2) | 56-60 .....     | 35       |
| (3) | 61-70 .....     | 40       |
| (4) | 71-79 .....     | 45       |
| (5) | 80-85 .....     | 50       |
| (6) | 86-90 .....     | 55       |
| (7) | 91-105 .....    | 60       |
| (8) | OVER 105 .....  | 65       |
| (9) | UNKNOWN         |          |

6

---

40

## PRECIPITATION

- (0) NONE  
(1) RAIN  
(2) SNOW  
(3) HAIL  
(4) FREEZING RAIN/SLEET  
(7) OTHER: \_\_\_\_\_  
(9) UNKNOWN

41

### RATE OF PRECIPITATION

- (1) LIGHT/MIST  
(2) MODERATE  
(3) HEAVY  
(8) NOT APPLICABLE  
(9) UNKNOWN

$$\frac{8}{42}$$

## TEMPERATURE

- (0) BELOW -15° C ..... BELOW 5° F  
(1) -15 TO -6 ..... 5 TO 22  
(2) -5 TO -1 ..... 23 TO 31  
(3) 0 TO 2 ..... 32 TO 36  
(4) 3 TO 5 ..... 37 TO 41  
(5) 6 TO 15 ..... 42 TO 59  
(6) 16 TO 25 ..... 60 TO 77  
(7) 26 TO 35 ..... 78 TO 95  
(8) OVER 35 ..... OVER 96  
(9) UNKNOWN

9  
—  
43

## CROSSWIND

- (0) NONE  
(1) LIGHT  
(2) STRONG  
(3) GUSTY & STRONG  
(9) UNKNOWN

9

## LIGHT CONDITIONS

- (1) DAYLIGHT
- (2) DAWN
- (3) DUSK
- (4) DARK, LIGHTED
- (5) DARK, UNLIGHTED
- (6) DARK, UNKNOWN IF LIGHTED
- (9) UNKNOWN

1

---

45

## MECHANICAL MALFUNCTION

WAS THERE MENTION  
OF A MECHANICAL MALFUNCTION  
IN CASE VEHICLE

- (0) NO  
(1) YES  
(2) YES, DID NOT CONTRIBUTE  
TO ACCIDENT  
(9) UNKNOWN

46

**THE FOLLOWING SECTION SHOULD BE FILLED  
OUT IF A MECHANICAL MALFUNCTION IS  
RECOGNIZED OR SUSPECTED.**

**CIRCLE ITEMS INVOLVED. SUPPORT ANY  
ITEMS CIRCLED WITH COMMENTS.**

## BRAKE SYSTEM

## DRIVER CONTROLS

## EXHAUST SYSTEM

## POWER TRAIN

## STEERING SYSTEM

## FUEL SYSTEM

## SUSPENSION SYSTEM

## VISIBILITY ITEMS

## ELECTRICAL SYSTEM

## TIRES

## THROTTLE CONTROLS

UNKNOWN

OTHER: \_\_\_\_\_

**COMMENTS:** \_\_\_\_\_

# GENERAL INFORMATION GI-3

## CRASH DETAILS

### CASE VEHICLE AND OBJECT

- (0) NO
- (1) YES
- (9) UNKNOWN

1  
47

### CASE VEHICLE ROLLOVER

- (0) NO ROLLOVER
- (1) YES, FIRST EVENT
- (2) YES, SUBSEQUENT EVENT
- (3) YES, SEQUENCE UNKNOWN
- (9) UNKNOWN

0  
48

### CASE VEHICLE RAN OFF ROADWAY (BEFORE FIRST IMPACT)

- (0) NO
- (1) YES
- (9) UNKNOWN

1  
49

### MOVING CASE VEHICLE AND CONTACTED MOVING VEHICLE

- (0) NO
- (1) YES
- (9) UNKNOWN

0  
50

### CASE VEHICLE AND CONTACTED STOPPED VEHICLE

- (0) NO
- (1) YES
- (9) UNKNOWN

0  
51

### STOPPED CASE VEHICLE AND CONTACTED VEHICLE

- (0) NO
- (1) YES
- (9) UNKNOWN

0  
52

### TOTAL NUMBER OF VEHICLES CONTACTED BY CASE VEHICLE IN CRASH

- (8) 8 OR MORE
- (9) UNKNOWN

0  
53

### ANY FIRE IN THIS CRASH (NOT JUST CASE VEHICLE)

- (0) NO
- (1) YES
- (9) UNKNOWN

0  
54

### HIGHEST POLICE INJURY SEVERITY CODE IN CRASH (NOT JUST CASE VEHICLE)

- (0) O - NO INJURY
- (1) C - POSSIBLE INJURY
- (2) B - NON-INCAPACITATING INJURY
- (3) A - INCAPACITATING INJURY
- (4) K - FATAL
- (5) INJURED, SEVERITY UNKNOWN
- (6) DIED PRIOR TO ACCIDENT
- (7) NON-FATAL INJURY  
SEVERITY UNKNOWN
- (9) UNKNOWN

3  
55

## DRIVER IMPAIRMENT

### DRIVER ALCOHOL INVOLVEMENT (CASE VEHICLE)

- (0) NONE
- (1) YES
- (9) UNKNOWN/NOT REPORTED/  
NO DRIVER

0  
56

### DRIVER ALCOHOL BAC (CASE VEHICLE)

- (80) NO TEST
- (90) CHEMICAL TESTS, NO RESULTS
- (95) AUTOPSY, NO RESULTS
- (99) UNKNOWN

80  
57 58

### WAS THERE MENTION OF DRIVER IMPAIRMENT FOR CASE VEHICLE?

- (0) NO
- (1) YES
- (9) UNKNOWN

0  
59

### LIST IMPAIRMENTS MENTIONED:

---



---



---

## Post - CRASH DETAIL

### MANNER CASE VEHICLE LEFT SCENE

- (1) DRIVEN
- (2) TOWED DUE TO DAMAGE
- (3) TOWED, NOT DUE TO DAMAGE
- (4) TOWED, REASON UNKNOWN
- (9) UNKNOWN

2  
60



# ACCIDENT SCHEMATIC

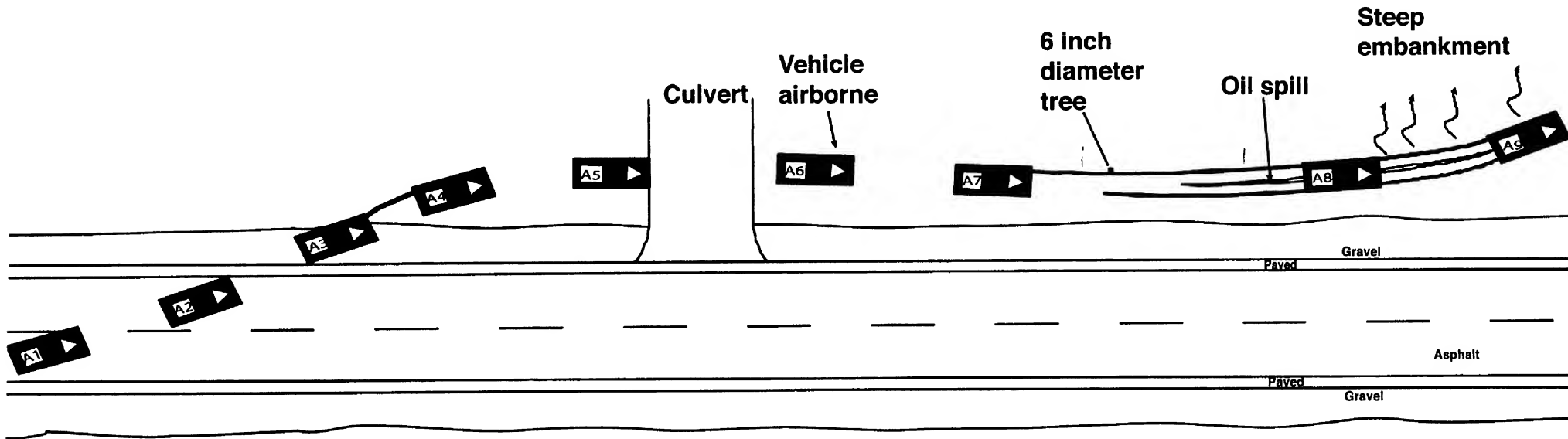
ACCIDENT DESCRIPTION: Case vehicle (A) was traveling west-northwest in the northbound lane of a two-lane roadway. The driver of case vehicle (A) reportedly fell asleep, crossed the southbound lane, departed the west side of the road and struck a culvert. Case vehicle (A) then traveled down the side of a steeply inclined embankment before it came to rest.

CASE VEHICLE (A): 1999 Cadillac DeVille  
 OTHER VEHICLE (B): N/A  
 THIRD VEHICLE (C): N/A

G/4



NORTH



MAKE: \_\_\_\_\_

MODEL: \_\_\_\_\_

CARGO: \_\_\_\_\_

VIN

13

20

MANUFAC/BODY CODE

30

34

MAKE/MODEL CODE

38

MODEL YEAR

39

42

VEHICLE MASS (*kg*)

43

48

IF SEPARATE REPORT WAS MADE,  
GIVE VEHICLE NUMBER

NUMBER OF OCCUPANTS  
(ENTER 9'S IF UNKNOWN)

51

TRAVELING SPEED (km/h)

54

- (000) PARKED OR STOPPED  
(995) JUST STARTING UP  
(996) BACKING UP  
(997) SPEED NOT EXCESSIVE (BUT UNKNOWN)  
(998) SPEED EXCESSIVE (BUT UNKNOWN)  
(999) UNKNOWN

HIGHEST POLICE INJURY SEVERITY  
CODE FOR THIS VEHICLE

55

- (0) O - NO INJURY
- (1) C - POSSIBLE INJURY
- (2) B - NON-INCAPACITATING INJURY
- (3) A - INCAPACITATING INJURY
- (4) K - FATAL
- (5) INJURED, SEVERITY UNKNOWN
- (6) DIED PRIOR TO ACCIDENT
- (7) NON-FATAL INJURY  
SEVERITY UNKNOWN
- (8) UNOCCUPIED VEHICLE  
(NOT APPLICABLE)
- (9) UNKNOWN

VEHICLE TYPE

PASSENGER VEHICLE

- (02) LARGE  
(03) LIMOUSINE  
(17) PICKUP CAR  
(20) UNKNOWN PASSENGER VEHICLE BODY  
(24) SUB-MINI  
(25) MINI  
(26) SUB-COMPACT  
(27) COMPACT  
(28) INTERMEDIATE  
(29) FULL

5

57

**MULTIPURPOSE PASSENGER VEHICLE**

- (14) SMALL UTILITY (WHEELBASE LESS THAN 107",  
E.G. JEEP, BRONCO)
- (15) LARGE UTILITY (WHEELBASE MORE THAN 107",  
E.G. PANEL TRUCK, SUBURBAN)
- (16) PICKUP TRUCK WITH CANOPY/SHELL COVER
- (17) PICKUP CAR WITH CANOPY/SHELL COVER
- (21) MOTOR HOME
- (22) PICKUP TRUCK WITH SLIDE-IN CAMPER
- (23) PICKUP CAR WITH SLIDE-IN CAMPER
- (31) CHASSIS-MOUNTED CAMPER

**TRUCK**

- (11) VAN
- (12) PICKUP TRUCK
- (13) UNKNOWN LIGHT TRUCK
- (15) LARGE UTILITY (E.G. PANEL TRUCK, SUBURBAN)
- (16) PICKUP TRUCK WITH CANOPY/SHELL COVER
- (22) PICKUP TRUCK WITH SLIDE-IN CAMPER
- (30) UNKNOWN TRUCK TYPE
- (31) CHASSIS-MOUNTED CAMPER
- (33) DELIVERY VAN (WALK-IN)
- (34) STRAIGHT TRUCK
- (35) TRUCK-TRACTOR (BOBTAIL)
- (36) CHASSIS-CAB
- (37) UNKNOWN HEAVY TRUCK
- (38) TRACTOR & SEMI-TRAILER (SEMI)
- (39) TRUCK (OR SEMI) & FULL TRAILER(S)

**BUS**

- (40) UNKNOWN BUS TYPE  
(41) SCHOOL BUS  
(42) INTERCITY BUS (BETWEEN CITIES)  
(43) TRANSIT BUS (INTRACITY)  
(44) STREETCAR (ON TRACKS)

- (68) TRAIN (CARS)  
(69) LOCOMOTIVE (ENGINE, SWITCHER)

(99) UNKNOWN

**WHEELBASE (cm)**

(999) UNKNOWN

58 59 60

Duplicate columns 1-8  
from the previous card.

Module Q V Format 0 2  
9 10 11 12

OTHER VEHICLE OV-2

ORIGINAL SPECIFICATIONS

Wheelbase \_\_\_\_\_ cm

Front Overhang \_\_\_\_\_ cm  
22 24

Curb Weight \_\_\_\_\_ kg

Rear Overhang \_\_\_\_\_ cm  
25 27

Average Track Width \_\_\_\_\_ cm  
13 15

Undeformed End Width (UEW) \_\_\_\_\_ cm  
28 30

Overall Length \_\_\_\_\_ cm  
16 18

Engine Displacement \_\_\_\_\_ L  
31 32

Overall Width (OAW) \_\_\_\_\_ cm  
19 21

Engine: # of Cylinders \_\_\_\_\_  
33 34

VEHICLE DAMAGE

N/A

FRONTAL CRASH OVERLAP

Round up for .5. 98 = 98% or more  
Enter % overlap or "99" for missing or N/A.

Direct Damage Length (DDL) \_\_\_\_\_ cm  
35 37

Front-End Overlap (Percent) =  $\frac{DDL}{UEW}$  \_\_\_\_\_ %  
38 39

Vehicle Overlap (Percent) =  $\frac{DDL + 1/2 (OAW - UEW)}{OAW}$  \_\_\_\_\_ %  
40 41

| Duplicate columns 1-8 from the previous card.           Module <u>V</u> <u>D</u> Format <u>0</u> <u>4</u><br>9      10      11  12  |  | VEHICLE DESCRIPTION <b>VD-1</b>   |  |
|---|--|---|--|
| MAKE: <u>Cadillac</u><br>MODEL: <u>DeVille</u>  |  | CARGO: <u>Golf clubs</u><br><u>13 Kg</u>  |  |
| VIN <u>1 G 6 K D 5 4 Y 1 X U</u> <span style="background-color: black; color: black;">XXXXXXXXXX</span>   |  |   |  |
| MANUFAC/BODY CODE <u>11229</u><br>30      34  |  | <div style="display: flex; justify-content: space-between;"> <div style="width: 80%;"> <p><b>STOLEN VEHICLE</b></p> <p>(0) NO<br/>(1) YES<br/>(8) NOT COLLECTED<br/>(9) UNKNOWN</p> <p><b>BODY STRUCTURE</b></p> <p>(1) BODY &amp; FRAME<br/>(2) UNITIZED<br/>(3) INTEGRAL-STUB FRAME<br/>(4) BODY &amp; PLATFORM FRAME (E.G. VW BUG)<br/>(5) PARTIALLY UNITIZED<br/>(7) OTHER: _____<br/>(9) UNKNOWN</p> <p><b>TRANSMISSION</b></p> <p>(0) NONE<br/>(1) AUTOMATIC<br/>(2) MANUAL<br/>(9) UNKNOWN</p> <p><b>LOCATION OF TRANSMISSION SELECTOR LEVER</b></p> <p>(1) FLOOR<br/>(2) CONSOLE<br/>(3) COLUMN<br/>(7) OTHER: _____<br/>(9) UNKNOWN</p> <p><b>STEERING</b></p> <p>(1) POWER<br/>(2) MANUAL<br/>(9) UNKNOWN</p> <p><b>BRAKES</b></p> <p>(1) POWER<br/>(2) MANUAL<br/>(9) UNKNOWN</p> </div> <div style="width: 15%; text-align: center;"> <p><u>8</u><br/>62</p> <p><u>2</u><br/>63</p> <p><u>1</u><br/>64</p> <p><u>3</u><br/>65</p> <p><u>1</u><br/>66</p> <p><u>1</u><br/>67</p> </div> </div> |  |
| MAKE/MODEL CODE <u>1021</u><br>38   |  |   |  |
| MODEL YEAR <u>1999</u><br>39      42  |  |   |  |
| VEHICLE MASS (kg) <u>001820</u><br>43      48   |  |   |  |
| ODOMETER (km)<br>(ENTER 9'S IF UNKNOWN) <u>888888</u><br>(ENTER 8'S IF ELECTRONIC) 49      54   |  |   |  |
| NUMBER OF OCCUPANTS <u>01</u><br>(ENTER 9'S IF UNKNOWN) 56  |  |   |  |
| TRAVELING SPEED (km/h) <u>999</u><br>59   |  |   |  |
| (000) PARKED OR STOPPED<br>(995) JUST STARTING UP<br>(996) BACKING UP<br>(997) SPEED NOT EXCESSIVE (BUT UNKNOWN)<br>(998) SPEED EXCESSIVE (BUT UNKNOWN)<br>(999) UNKNOWN  |  |   |  |
| <b>VEHICLE TYPE</b><br>PASSENGER VEHICLE <u>14</u><br>60  61 <div style="margin-left: 20px;">             (11) 2-DOOR HARDTOP (NO UPPER B-PILLAR)<br/>             (12) 2-DOOR SEDAN OR COUPE (ANY UPPER B-PILLAR)<br/>             (13) 4-DOOR HARDTOP<br/>             (14) 4-DOOR SEDAN<br/>             (15) STATION WAGON<br/>             (16) CONVERTIBLE<br/>             (18) OTHER PASS. VEH. : _____<br/>             (19) PASSENGER VEHICLE, TYPE UNKNOWN           </div> <div style="margin-left: 20px;">             MULTIPURPOSE PASSENGER VEHICLE<br/>             (21) SMALL UTILITY (E.G. JEEP, SCOUT, BRONCO)<br/>             (22) LARGE UTILITY (E.G. PANEL TRUCK, SUBURBAN)<br/>             (23) VAN, SIZE UNKNOWN<br/>             (24) VAN, SMALL (MINI)<br/>             (25) VAN, LARGE<br/>             (29) MPV, TYPE UNKNOWN<br/>             (30) MOTOR HOME           </div> <div style="margin-left: 20px;">             TRUCK<br/>             (31) PICKUP TRUCK, UNKNOWN<br/>             (32) PICKUP TRUCK, SMALL (DOWNSIZED)<br/>             (33) PICKUP TRUCK, LARGE<br/>             (99) UNKNOWN           </div> |  |   |  |

TYPE OF BRAKES

- (1) DRUM, ALL WHEELS
- (2) DISC, FRONT WHEELS
- (3) DISC, ALL WHEELS
- (9) UNKNOWN

3  
68

WHEELBASE (cm)  
(999) Unknown

289  
76 77 78

BRAKE ANTI-LOCK DEVICE

- (0) NONE INSTALLED
- (1) TWO-WHEEL
- (2) FOUR-WHEEL
- (7) EQUIPPED, UNKNOWN WHEELS
- (9) UNKNOWN

2  
69

PLASTIC ANTI-LACERATIVE  
INNER LAYER GLASS EQUIPPED

- (0) NONE
- (1) WINDSHIELD
- (2) WINDSHIELD AND SIDE
- (7) OTHER
- (9) UNKNOWN

⊙  
79

AIR CONDITIONING IN VEHICLE

- (0) NO
- (1) YES
- (8) NOT COLLECTED
- (9) UNKNOWN

8  
70

TYPE OF DRIVE

- (1) REAR WHEEL
- (2) FRONT WHEEL
- (3) FOUR WHEEL
- (4) ALL WHEEL DRIVE
- (9) UNKNOWN

2  
71

FIELD INVESTIGATOR INSTRUCTIONS:

1. INDICATE CRUSHED AREAS BY OUT-LINING NEW PERIMETER OF VEHICLE AND SHADING THE DAMAGED AREAS ON THE LARGE SKETCH ON PAGE VD-3. USE AS MANY SKETCHES AS NECESSARY TO COMPLETELY DESCRIBE THE DAMAGE.
2. ENTER THE DIMENSIONS ON THE SKETCH(ES) MEASURED TO THE POINT OF MAXIMUM PENETRATION BY THE OBJECT(S) CONTACTED. USE THE EXAMPLES BELOW AS A GUIDE.
3. ENTER THE THREE DIMENSIONS TO THE CENTER OF THE WHEELS (WHEELBASE, FRONT AND REAR OVERHANGS) ON BOTH SIDES OF THE CAR.
4. ADD OTHER DIMENSIONS AS NECESSARY TO COMPLETELY DESCRIBE THE DAMAGE.

DUAL REAR WHEELS

- (0) NO
- (1) YES
- (9) UNKNOWN

⊙  
72

ORIGINAL TYPE  
OF RESTRAINT SYSTEM

- (1) ACTIVE BELT
- (2) PASSIVE BELT
- (3) AIRBAG
- (4) KNEE BOLSTERS
- (7) OTHER: \_\_\_\_\_
- (8) NOT APPLICABLE (NOT EQUIPPED)
- (9) UNKNOWN

3  
73

EXAMPLES:

EQUIPPED WITH ROLL BAR

- (0) NO
- (1) YES
- (9) UNKNOWN

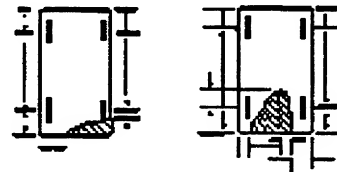
⊙  
74

TYPE OF ROOF

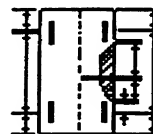
- (0) NONE
- (1) SOLID
- (2) T-TOP CLOSED
- (3) T-TOP OPEN
- (4) SUN ROOF CLOSED
- (5) SUN ROOF OPEN
- (6) CONVERTIBLE CLOSED
- (7) CONVERTIBLE OPEN
- (8) OTHER: \_\_\_\_\_
- (9) UNKNOWN

1  
75

FRONT OR REAR



SIDE



ROOF (REFERENCE TO  
TOP OF DOOR SILL  
OR WINDOW SILL)



Duplicate columns 1-8  
from the previous card.

Module V D Format 0 2  
9 10 11 12

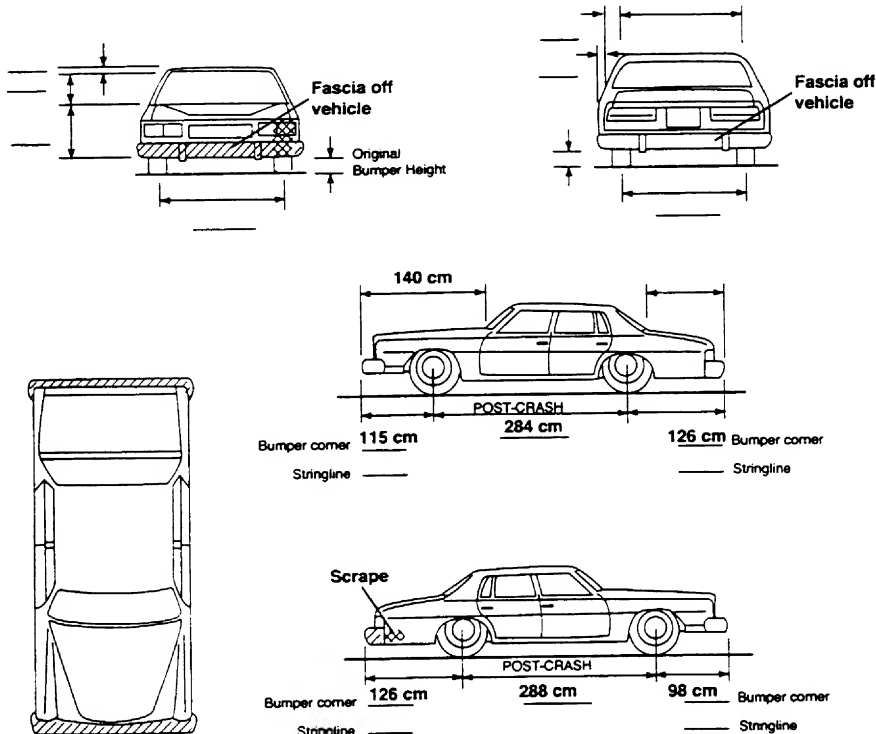
# VEHICLE DESCRIPTION VD-3

## ORIGINAL SPECIFICATIONS

|                     |                |                            |               |
|---------------------|----------------|----------------------------|---------------|
| Wheelbase           | <u>289</u> cm  | Front Overhang             | <u>114</u> cm |
| Curb Weight         | <u>1820</u> kg | Rear Overhang              | <u>130</u> cm |
| Average Track Width | <u>155</u> cm  | Undeformed End Width (UEW) | <u>155</u> cm |
| Overall Length      | <u>533</u> cm  | Engine Displacement        | <u>4.6</u> L  |
| Overall Width (OAW) | <u>193</u> cm  | Engine: # of Cylinders     | <u>08</u>     |

## VEHICLE DAMAGE

MEASUREMENTS IN CENTIMETERS



## FRONTAL CRASH OVERLAP

Round up for .5. 98 = 98% or more  
Enter % overlap or "99" for missing or N/A.

Direct Damage Length (DDL)

Front-End Overlap (Percent) =  $\frac{DDL}{UEW}$

Vehicle Overlap (Percent) =  $\frac{DDL + 1/2 (OAW - UEW)}{OAW}$

112 cm  
72 %  
68 %

Duplicate columns 1-8  
from the previous card.

Module D A Format 0 2  
9 10 11 12

DAMAGE DA-1

## PRIMARY

CASE VEHICLE PRIMARY CDC

CONTACTED VEHICLE ASSOCIATED CDC

EVENT NUMBER

IMPACT SPEED (km/h)

ESTIMATED BY

CRUSH (cm)

CDC #1

CDC #2

1  
13  
999  
14 15 16  
1  
17  
017  
18 19 20

12.FDEW.1  
21 27  
98.0000.0  
28 34

998  
35 36 37  
8  
38  
998  
39 40 41

98.0000.0  
42 48  
98.0000.0  
49 55

Duplicate columns 1-8  
from the previous card.

Module D A Format 0 3  
9 10 11 12

## SECONDARY

CASE VEHICLE SECONDARY CDC

CONTACTED VEHICLE ASSOCIATED CDC

EVENT NUMBER

IMPACT SPEED (km/h)

ESTIMATED BY

CRUSH (cm)

CDC #1

CDC #2

2  
13  
999  
14 15 16  
1  
17  
999  
18 19 20

12.FLEN.1  
21 27  
98.0000.0  
28 34

998  
35 36 37  
8  
38  
998  
39 40 41

98.0000.0  
42 48  
98.0000.0  
49 55

## CODES

EVENT NUMBER

IMPACT SPEED ESTIMATOR

CRUSH

(8) NOT APPLICABLE  
(9) UNKNOWN

IMPACT SPEED

(998) NOT APPLICABLE  
(999) UNKNOWN

(1) INVESTIGATOR  
(2) DRIVER  
(3) POLICE  
(4) "CRASH" PROGRAM  
(5) OTHER COMPUTER PROGRAM  
SPECIFY: \_\_\_\_\_  
(7) OTHER: \_\_\_\_\_  
(8) NOT APPLICABLE  
(NO VEHICLE/NO IMPACT)

(998) NOT APPLICABLE  
(NO VEHICLE/DAMAGE)  
(999) UNKNOWN

CDC

(9800000) NOT APPLICABLE  
(9900000) UNKNOWN

Duplicate columns 1-8  
from the previous card.

Module D A Format 0 1  
9 10 11 12

DAMAGE DA-2

### MAXIMUM SHEET METAL CRUSH

(cm) (999) UNKNOWN

FRONT 017  
13 15

RIGHT SIDE 000  
16 18

REAR 000  
19 21

LEFT SIDE 000  
22 24

ROOF 000  
25 27

OTHER 000  
28 30

### CHRONOLOGICAL SEQUENCE OF DAMAGE/INJURY PRODUCING CRASH EVENTS FOR CASE VEHICLE

NOTE: IF CHRONOLOGICAL ORDER  
IS UNKNOWN, EVENT  
ORDER IS OPTIONAL.

DO YOU KNOW THIS TABLE  
TO BE IN CHRONOLOGICAL ORDER?

1  
31

(0) NO  
(1) YES

| EVENT<br>NUMBER | IMPACT LOCATION<br>(1) ON ROADWAY<br>(2) SHOULDER/MEDIAN/GORE<br>(3) ON ROADSIDE<br>(4) OUTSIDE ROADSIDE<br>RIGHT-OF-WAY<br>(5) OTHER<br>(6) OFF ROADWAY, LOC. UNK.<br>(9) UNKNOWN | IMPACT<br>CONFIGURATION<br>FOR CODES, SEE TABLE<br>ON PAGE DA-3. | OBJECT/VEHICLE<br>CONTACTED<br>FOR CODES, SEE TABLE<br>ON PAGE DA-4. |
|-----------------|--|--|--|
| # 1             | <u>3</u><br>32   | <u>17</u><br>34  | <u>82</u><br>36  |
| #2              | <u>3</u><br>37   | <u>17</u><br>39  | <u>77</u><br>41  |
| #3              | —<br>42  | —<br>44  | —<br>46  |
| #4              | —<br>47  | —<br>49  | —<br>51  |
| #5              | —<br>52  | —<br>54  | —<br>56  |
| #6              | —<br>57  | —<br>59  | —<br>61  |
| #7              | —<br>62  | —<br>64  | —<br>66  |



CODES FOR  
IMPACT CONFIGURATIONFRONT OF CASE VEHICLE

- (11) AND FRONT OF CONTACTED VEHICLE
- (13) AND SIDE OF CONTACTED VEHICLE
- (14) AND REAR OF CONTACTED VEHICLE
- (16) ENDSWIPED BY CONTACTED VEHICLE
- (17) AND OBJECT
- (19) AND UNKNOWN OTHER VEHICLE CONFIGURATION

LEFT SIDE OF CASE VEHICLE

- (21) AND FRONT OF CONTACTED VEHICLE (TYPE T)
- (22) AND FRONT OF CONTACTED VEHICLE (TYPE L)
- (23) AND SIDE OF CONTACTED VEHICLE (NOT SIDESWIPE)
- (24) AND REAR OF CONTACTED VEHICLE (TYPE T)
- (25) AND REAR OF CONTACTED VEHICLE (TYPE L)
- (26) SIDESWIPED BY CONTACTED VEHICLE
- (27) AND OBJECT
- (29) AND UNKNOWN OTHER VEHICLE CONFIGURATION

REAR OF CASE VEHICLE

- (31) AND FRONT OF CONTACTED VEHICLE
- (33) AND SIDE OF CONTACTED VEHICLE
- (34) AND REAR OF CONTACTED VEHICLE
- (36) ENDSWIPED BY CONTACTED VEHICLE
- (37) AND OBJECT
- (39) AND UNKNOWN OTHER VEHICLE CONFIGURATION

RIGHT SIDE OF CASE VEHICLE

- (41) AND FRONT OF CONTACTED VEHICLE (TYPE T)
- (42) AND FRONT OF CONTACTED VEHICLE (TYPE L)
- (43) AND SIDE OF CONTACTED VEHICLE (NOT SIDESWIPE)
- (44) AND REAR OF CONTACTED VEHICLE (TYPE T)
- (45) AND REAR OF CONTACTED VEHICLE (TYPE L)
- (46) SIDESWIPED BY CONTACTED VEHICLE
- (47) AND OBJECT
- (49) AND UNKNOWN OTHER VEHICLE CONFIGURATION

OTHER

- (57) VEHICLE TO OBJECT
- (58) VEHICLE TO VEHICLE
- (59) VEHICLE TO VEHICLE, CONFIGURATION UNKNOWN

ROLLOVER

- (61) LESS THAN 360°
- (62) 360° OR MORE
- (69) DETAILS UNKNOWN

UNKNOWN

- (99) IMPACT TYPE UNKNOWN

# CODES FOR VEHICLE/OBJECT CONTACTED

## VEHICLE/OBJECT GROUPS

- (00) NO OBJECT
- (01) - (39) PASSENGER VEHICLE & TRUCK
- (40) - (69) OTHER VEHICLE
- (70) - (76) PEDESTRIAN & ON-ROADWAY OBJECT
- (77) - (97) OFF-ROADWAY OBJECT

- (98) OTHER (DESCRIBE)
- (99) UNKNOWN

## PASSENGER VEHICLE

- (02) LARGE
- (03) LIMOUSINE
- (17) PICKUP
- (20) UNKNOWN PASSENGER VEHICLE BODY
- (24) SUB-MINI
- (25) MINI
- (26) SUB-COMPACT
- (27) COMPACT
- (28) INTERMEDIATE
- (29) FULL

### SIZE

### WHEELBASE

|              |                                |
|--------------|--------------------------------|
| SUB-MINI     | < 2286 mm (< 90")              |
| MINI         | 2286 - 2412 mm (90" - 94.9")   |
| SUB-COMPACT  | 2413 - 2539 mm (95" - 99.9")   |
| COMPACT      | 2540 - 2666 mm (100" - 104.9") |
| INTERMEDIATE | 2667 - 2793 mm (105" - 109.9") |
| FULL         | 2794 - 2920 mm (110" - 114.9") |
| LARGE        | 2921 - 3174 mm (115" - 124.9") |
| LIMOUSINE    | > 3175 mm (> 125")             |

## MULTIPURPOSE PASSENGER VEHICLE

- (11) SMALL VAN (MINI)
- (12) PICKUP
- (14) SMALL UTILITY (WHEELBASE LESS THAN 107",  
E.G. JEEP, BRONCO)
- (15) LARGE UTILITY (WHEELBASE MORE THAN 107",  
E.G. PANEL TRUCK, SUBURBAN)
- (16) PICKUP TRUCK WITH CANOPY/SHELL COVER
- (17) PICKUP CAR WITH CANOPY/SHELL COVER
- (21) MOTOR HOME
- (22) PICKUP TRUCK WITH SLIDE-IN CAMPER
- (23) PICKUP CAR WITH SLIDE-IN CAMPER
- (31) CHASSIS-MOUNTED CAMPER

## TRUCK

- (11) SMALL VAN (E.G. ECONOLINE)
- (12) PICKUP TRUCK
- (13) UNKNOWN LIGHT TRUCK
- (15) LARGE UTILITY (E.G. PANEL TRUCK, SUBURBAN)
- (16) PICKUP TRUCK WITH CANOPY/SHELL COVER
- (22) PICKUP TRUCK WITH SLIDE-IN CAMPER
- (30) UNKNOWN TRUCK TYPE
- (31) CHASSIS-MOUNTED CAMPER
- (33) DELIVERY VAN (WALK-IN)
- (34) STRAIGHT TRUCK
- (35) TRUCK-TRACTOR (BOBTAIL)
- (36) CHASSIS-CAB
- (37) UNKNOWN HEAVY TRUCK
- (38) TRACTOR & SEMI-TRAILER (SEMI)
- (39) TRUCK (OR SEMI) & FULL TRAILER(S)

## BUS

- (40) UNKNOWN BUS TYPE
- (41) SCHOOL BUS
- (42) INTERCITY BUS (BETWEEN CITIES)
- (43) TRANSIT BUS (INTRACITY)
- (44) STREETCAR (ON TRACKS)

## MOTORCYCLE

- (50) UNKNOWN MOTORCYCLE TYPE
- (51) 1 - 75 cc
- (52) 76 - 125 cc
- (53) 126 - 250 cc
- (54) 251 - 500 cc
- (55) 501 - 750 cc
- (56) 751 cc +
- (57) 3-WHEELS (OR WITH SIDECAR)

## SPECIAL PURPOSE VEHICLE

- (60) UNKNOWN/OTHER SPECIAL VEHICLE (DESCRIBE)
- (61) SNOWMOBILE
- (62) ATV (ALL TERRAIN VEHICLE)
- (63) AMPHIBIOUS VEHICLE
- (64) FARM VEHICLE
- (65) CONSTRUCTION VEHICLE
- (66) TRAILER, PRIVATE (CAMPER)
- (67) TRAILER, COMMERCIAL (CARGO)
- (68) TRAIN (CARS)
- (69) LOCOMOTIVE (ENGINE, SWITCHER)

## OBJECT

- (70) PEDESTRIAN
- (71) BICYCLIST, OTHER PEDALCYCLIST
- (72) PEDESTRIAN CONVEYANCE (E.G. PERSON RIDING  
ANIMAL, CART)
- (73) LARGE ANIMAL
- (74) FALLEN OBJECT (E.G. OBJECT DISLODGED FROM  
OTHER VEHICLE, FALLEN TREE, ROCKS)
- (75) ROCKS
- (76) CONSTRUCTION EQUIPMENT (EXCLUDING (65))
- (77) SIGN POST, UTILITY POLE, TREE
- (78) DITCH
- (79) EMBANKMENT, SNOWBANK, RR TRACKS RR X
- (80) GROUND (ROLLOVER ONLY)
- (81) CURB (DAMAGE PRODUCING IMPACTS ONLY)
- (82) CULVERT
- (83) FENCE
- (84) HYDRANT, SHORT POST, STUMP
- (85) SMALL POST/TREE, RURAL MAIL BOX, MILE  
MARKER, DELINEATOR
- (86) BUILDING
- (87) PIER, PILLAR, BRIDGE SUPPORT
- (88) ABUTMENT, RETAINING WALL
- (89) BRIDGE RAIL
- (90) GUARD RAIL, LEADING SECTION
- (91) GUARD RAIL, MIDDLE OR UNKNOWN
- (92) GUARD RAIL, TRAILING SECTION
- (93) GUARD POST (TIMBER, METAL, CONCRETE)
- (94) CABLE, FENCE BARRIER
- (95) CONCRETE BARRIER (MEDIAN)
- (96) IMPACT ATTENUATOR
- (97) BREAKAWAY FEATURES



| Duplicate columns 1-8 from the previous card.   |                             | Module <u>C</u> <u>R</u> Format <u>0</u> <u>1</u><br>9 10 11 12 |                               | CRASH RECONSTRUCTION CR-1<br>for ΔV |  |  |  |
|---|-----------------------------|---|-------------------------------|-------------------------------------|--|--|--|
|   | CASE VEHICLE PRIMARY IMPACT |   | CASE VEHICLE SECONDARY IMPACT |                                     |  |  |  |
|   | CASE VEHICLE                | CONTACTED VEHICLE   | CASE VEHICLE                  | CONTACTED VEHICLE                   |  |  |  |
| EVENT NUMBER  | <u>1</u><br>13              |   | <u>2</u><br>47                |                                     |  |  |  |
| ΔV (km/h) TOTAL   | <u>014</u><br>14 15 16      | <u>888</u><br>32 33 34  | <u>999</u><br>48 49 50        | <u>888</u><br>66 67 68              |  |  |  |
| LONGITUDINAL*   | <u>-014</u><br>17 20        | <u>8888</u><br>35 38  | <u>9999</u><br>51 54          | <u>8888</u><br>69 72                |  |  |  |
| LATERAL*  | <u>+000</u><br>21 24        | <u>8888</u><br>39 42  | <u>9999</u><br>55 58          | <u>8888</u><br>73 76                |  |  |  |
| *NOTE: THESE ΔV COMPONENTS MUST INCLUDE SIGN.<br><br>EXAMPLES: 10 km/h = ± 010<br>-7 km/h = - 007 |                             |   |                               |                                     |  |  |  |
| ENERGY DISSIPATED BY CRUSH (kj)   | <u>0016</u><br>25 28        | <u>8888</u><br>43 46  | <u>9999</u><br>59 62          | <u>8888</u><br>77 80                |  |  |  |
| RECONSTRUCTION  |                             |   |                               |                                     |  |  |  |
| (01) RECONSTRUCTED, UNKNOWN CONFIDENCE LEVEL  | <u>22</u><br>29 30          |   | <u>10</u><br>63 64            |                                     |  |  |  |
| (21) RECONSTRUCTED, LOW CONFIDENCE LEVEL  |                             |   |                               |                                     |  |  |  |
| (22) RECONSTRUCTED, MODERATE CONFIDENCE LEVEL   |                             |   |                               |                                     |  |  |  |
| (23) RECONSTRUCTED, HIGH CONFIDENCE LEVEL   |                             |   |                               |                                     |  |  |  |
| NOT RECONSTRUCTED BECAUSE   |                             |   |                               |                                     |  |  |  |
| (02) INSUFFICIENT DATA  |                             |   |                               |                                     |  |  |  |
| (03) EXCESSIVE UNDERRIDE/OVERRIDE   |                             |   |                               |                                     |  |  |  |
| (04) ROLLOVER   |                             |   |                               |                                     |  |  |  |
| (05) VAULTING   |                             |   |                               |                                     |  |  |  |
| (06) OTHER TRAVEL IN MORE THAN ONE PLANE  |                             |   |                               |                                     |  |  |  |
| (07) NON-HORIZONTAL FORCE   |                             |   |                               |                                     |  |  |  |
| (08) SIDESWIPE-TYPE DAMAGE  |                             |   |                               |                                     |  |  |  |
| (09) YIELDING OBJECT  |                             |   |                               |                                     |  |  |  |
| (10) OTHER: <u>Damage masked by</u>   |                             |   |                               |                                     |  |  |  |
| (11) AT LEAST ONE VEHICLE <u>1st impact</u> BEYOND SCOPE  |                             |   |                               |                                     |  |  |  |
| (12) OTHER VEHICLE NOT INSPECTED  |                             |   |                               |                                     |  |  |  |
| MODE  |                             |   |                               |                                     |  |  |  |
| (1) CDC ONLY  |                             |   |                               |                                     |  |  |  |
| (2) CDC & DETAILED DAMAGE   | <u>2</u><br>31              |   | <u>5</u><br>65                |                                     |  |  |  |
| (3) TRAJECTORY & CDC  |                             |   |                               |                                     |  |  |  |
| (4) TRAJECTORY & CDC & DETAILED DAMAGE  |                             |   |                               |                                     |  |  |  |
| (5) NOT RECONSTRUCTED   |                             |   |                               |                                     |  |  |  |
| COMPUTER PROGRAM SPECIFY: <u>WINSMAS</u>  |                             |   |                               |                                     |  |  |  |

Duplicate columns 1-8  
from the previous card.

Module C R Format 0 2  
9 10 11 12

CRASH RECONSTRUCTION CR-2  
for EBS

|   | CASE VEHICLE PRIMARY IMPACT |                        | CASE VEHICLE SECONDARY IMPACT |                        |
|---|-----------------------------|------------------------|-------------------------------|------------------------|
|   | CASE VEHICLE                | CONTACTED VEHICLE      | CASE VEHICLE                  | CONTACTED VEHICLE      |
| EVENT NUMBER  | <u>1</u><br>13              |                        | <u>2</u><br>47                |                        |
| EBS (km/h) TOTAL  | <u>014</u><br>14 15 16      | <u>888</u><br>32 33 34 | <u>999</u><br>48 49 50        | <u>888</u><br>66 67 68 |
| LONGITUDINAL*   | <u>-014</u><br>17 20        | <u>8888</u><br>35 38   | <u>9999</u><br>51 54          | <u>8888</u><br>69 72   |
| LATERAL*  | <u>+000</u><br>21 24        | <u>8888</u><br>39 42   | <u>9999</u><br>55 58          | <u>8888</u><br>73 76   |
| *NOTE: THESE EBS COMPONENTS<br>MUST INCLUDE SIGN.           |                             |                        |                               |                        |
| EXAMPLES: 10 km/h = <u>+010</u><br>-7 km/h = <u>-007</u>    |                             |                        |                               |                        |
| ENERGY DISSIPATED BY<br>CRUSH (kj)                          | <u>0016</u><br>25 28        | <u>8888</u><br>43 46   | <u>9999</u><br>59 62          | <u>8888</u><br>77 80   |
| RECONSTRUCTION  |                             |                        |                               |                        |
| (01) RECONSTRUCTED, UNKNOWN<br>CONFIDENCE LEVEL             | <u>22</u><br>29 30          |                        | <u>10</u><br>63 64            |                        |
| (21) RECONSTRUCTED, LOW<br>CONFIDENCE LEVEL                 |                             |                        |                               |                        |
| (22) RECONSTRUCTED, MODERATE<br>CONFIDENCE LEVEL            |                             |                        |                               |                        |
| (23) RECONSTRUCTED, HIGH<br>CONFIDENCE LEVEL                |                             |                        |                               |                        |
| NOT RECONSTRUCTED BECAUSE                                   |                             |                        |                               |                        |
| (02) INSUFFICIENT DATA                                      |                             |                        |                               |                        |
| (03) EXCESSIVE UNDERRIDE/<br>OVERRIDE                       |                             |                        |                               |                        |
| (04) ROLLOVER   |                             |                        |                               |                        |
| (05) VAULTING   |                             |                        |                               |                        |
| (06) OTHER TRAVEL IN MORE<br>THAN ONE PLANE                 |                             |                        |                               |                        |
| (07) NON-HORIZONTAL FORCE                                   |                             |                        |                               |                        |
| (08) SIDESWIPE-TYPE DAMAGE                                  |                             |                        |                               |                        |
| (09) YIELDING OBJECT  |                             |                        |                               |                        |
| (10) OTHER: <u>Damage masked by</u>                         |                             |                        |                               |                        |
| (11) AT LEAST ONE VEHICLE <u>1st impact</u><br>BEYOND SCOPE |                             |                        |                               |                        |
| (12) OTHER VEHICLE NOT<br>INSPECTED                         |                             |                        |                               |                        |
| MODE  |                             |                        |                               |                        |
| (1) CDC ONLY  | <u>2</u><br>31              |                        | <u>5</u><br>65                |                        |
| (2) CDC & DETAILED DAMAGE                                   |                             |                        |                               |                        |
| (3) TRAJECTORY & CDC  |                             |                        |                               |                        |
| (4) TRAJECTORY & CDC &<br>DETAILED DAMAGE                   |                             |                        |                               |                        |
| (5) NOT RECONSTRUCTED                                       |                             |                        |                               |                        |
| COMPUTER PROGRAM<br>SPECIFY: <u>WINSIMASH</u>               |                             |                        |                               |                        |

Duplicate columns 1-8  
from the previous card.

Module C R Format 0 3  
9 10 11 12

# CRASH RECONSTRUCTION CR-3

- NOTES:
1. ENTER CRASH RECONSTRUCTION DAMAGE MEASUREMENTS IN CENTIMETERS.
  2. MEASURE  $C_1$  TO  $C_6$  FROM DRIVER TO PASSENGER SIDE IN FRONT OR REAR IMPACTS, REAR TO FRONT IN SIDE IMPACTS.
  3.  $D$  IS POSITIVE IF MEASURED TO A POINT FORWARD OF OR TO THE RIGHT OF THE CG.
  4. USE THE CENTER OF THE WHEELBASE AS THE CG.

CASE VEHICLE

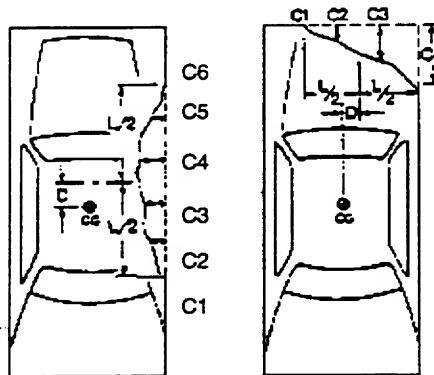
LOCATOR

Locate the end of the damage with respect to the vehicle longitudinal center line, or an undamaged axle for side impacts.

| Specific Impact No. | Location of Direct Damage     | Location of Field L |
|---------------------|-------------------------------|---------------------|
| 1                   | Begin (L) front bumper corner | B.C. to B.C.        |
|                     |                               |                     |
|                     |                               |                     |

PLANE:

- (1) Bumper
- (2) Above Bumper
- (3) Sill
- (4) Above Sill
- (5) Other \_\_\_\_\_
- (9) Unknown



DL 112  
UDL 43

## CRUSH PROFILE IN CENTIMETERS

NOTE: Each line in the table below is a separate record (card). Duplicate columns 1 - 12 for each completed line.

| Specific Impact Number | Plane of Impact C-Measur. | Direct Damage |           | Field L  | C <sub>1</sub> | C <sub>2</sub> | C <sub>3</sub> | C <sub>4</sub> | C <sub>5</sub> | C <sub>6</sub> | ±D          |
|------------------------|---------------------------|---------------|-----------|----------|----------------|----------------|----------------|----------------|----------------|----------------|-------------|
|                        |                           | Length (DDL)  | Max Crush |          |                |                |                |                |                |                |             |
| 1                      | Bumper                    | 112           | C1        | 146      | 37             | 16             | 7              | 5              | 8              | 17             | -22         |
| -                      | Free space                |               |           |          | -23            | -9             | -3             | -3             | -9             | -23            |             |
|                        |                           |               |           |          | 14             | 7              | 4              | 2              | -1             | -6             |             |
| -                      | + String line adj         |               |           |          | +3             | +3             | +3             | +3             | +3             | +3             |             |
| 1                      | 1                         | 112           | 017       | 146      | 017            | 010            | 007            | 005            | 002            | 000            | -022        |
| 13                     | 14                        | 15 16 17      | 18 19 20  | 21 22 23 | 24 25 26       | 27 28 29       | 30 31 32       | 33 34 35       | 36 37 38       | 39 40 41       | 42 43 44 45 |
|                        |                           |               |           |          |                |                |                |                |                |                |             |
|                        |                           |               |           |          |                |                |                |                |                |                |             |
|                        |                           |               |           |          |                |                |                |                |                |                |             |
|                        |                           |               |           |          |                |                |                |                |                |                |             |
|                        |                           |               |           |          |                |                |                |                |                |                |             |
|                        |                           |               |           |          |                |                |                |                |                |                |             |
| 2                      |                           |               |           |          |                |                |                |                |                |                |             |

Stringline set +400 cm from rear axle

**NOTES:**

1. ENTER CRASH RECONSTRUCTION DAMAGE MEASUREMENTS IN CENTIMETERS.
2. MEASURE  $C_1$  TO  $C_6$  FROM DRIVER TO PASSENGER SIDE IN FRONT OR REAR IMPACTS, REAR TO FRONT IN SIDE IMPACTS.
3.  $D$  IS POSITIVE IF MEASURED TO A POINT FORWARD OF OR TO THE RIGHT OF THE CG.
4. USE THE CENTER OF THE WHEELBASE AS THE CG.

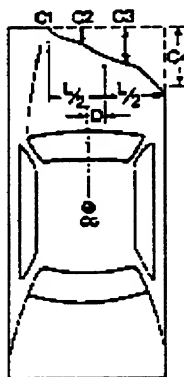
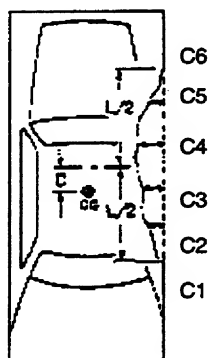
OTHER VEHICLE

LOCATOR

Locate the end of the damage with respect to the vehicle longitudinal center line, or an undamaged axle for side impacts.

| Specific Impact No. | Location of Direct Damage | Location of Field L |
|---------------------|---------------------------|---------------------|
|                     |                           |                     |
|                     |                           |                     |
|                     |                           |                     |

N/A



DL \_\_\_\_\_

UDL \_\_\_\_\_

**PLANE:**

- (1) Bumper  
(2) Above Bumper  
(3) Sill  
(4) Above Sill  
(5) Other \_\_\_\_\_  
(9) Unknown

CRUSH PROFILE IN CENTIMETERS

**NOTE:** Each line in the table below is a separate record (card).

**Duplicate columns 1 - 12 for each completed line.**

[illegible]

Duplicate columns 1-8  
from the previous card.

Module W T Format 0 1  
9 10 11 12

# WHEELS AND TIRES

WT-1

## WHEELS--DAMAGED

- (0) NO  
(1) YES  
(9) UNKNOWN

LF

0  
13

RF

0

RR

0

LR

0  
16

## TIRE TREAD TYPE

- (1) REGULAR  
(2) SNOW  
(3) SLICKS  
(4) ALL WEATHER (MS)  
(7) OTHER: \_\_\_\_\_  
(9) UNKNOWN

LF

4  
17

RF

4

RR

4

LR

4  
20

## CARCASS CONSTRUCTION

- (1) BIAS  
(2) BELTED BIAS  
(3) RADIAL  
(4) ELLIPTICAL  
(5) HI PRESSURE SPARE  
(6) SPACE SAVER SPARE  
(7) OTHER: \_\_\_\_\_  
(9) UNKNOWN

LF

3  
21

RF

3

RR

3

LR

3  
24

SIZE (NOT DOT CODE. IF UNKNOWN, USE 9'S)

LF

P22560SR16  
25

RF

P22560SR16  
35

RR

P22560SR16  
45

LR

P22560SR16  
55

IF VEHICLE IS EQUIPPED WITH DUAL  
WHEELS, COMPLETE FOR OUTER WHEELS  
AND MAKE NOTES ON INNER WHEELS.

NOTES: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_



Duplicate columns 1-8  
from the previous card.

Module F T Format 0 1  
9 10 11 12

# FUEL AND FUEL TANKS FT-1

## TYPE OF PROPULSIVE FUEL

- (1) GASOLINE
- (2) DIESEL OIL
- (3) LPG
- (4) ELECTRIC
- (7) OTHER: \_\_\_\_\_
- (9) UNKNOWN

1  
13

## AUXILIARY TANK TYPE

- (1) OEM TANK
- (2) AFTER MARKET TANK
- (8) NOT APPLICABLE (NOT EQUIPPED)
- (9) UNKNOWN

8  
21

## MAIN TANK LOCATION

122  
14 16

## AUXILIARY TANK LOCATION

888  
22 24

## MAIN FILLER CAP LOCATION

113  
17 19

## AUXILIARY FILLER CAP LOCATION

888  
25 27

## MAIN TANK MATERIAL

3  
20

## AUXILIARY TANK MATERIAL

8  
28

## TANK AND FILLER CAP LOCATION CODES

### FIRST DIGIT (LONGITUDINAL)

- (1) BEHIND KICK-UP
- (2) IN KICK-UP
- (3) BETWEEN KICK-UP & COWL
- (4) FORWARD OF COWL
- (8) NOT APPLICABLE (NOT EQUIPPED)
- (9) UNKNOWN

### SECOND DIGIT (LATERAL)

- (1) LEFT OF FRAME
- (2) WITHIN FRAME OR CENTERED
- (3) RIGHT OF FRAME
- (4) DUAL, RIGHT & LEFT TANKS
- (8) NOT APPLICABLE (NOT EQUIPPED)
- (9) UNKNOWN

### THIRD DIGIT (VERTICAL)

- (1) BELOW FRAME
- (2) WITHIN FRAME OR CENTERED
- (3) ABOVE FRAME
- (8) NOT APPLICABLE (NOT EQUIPPED)
- (9) UNKNOWN

## TANK MATERIAL CODES

- (1) STEEL
- (2) ALUMINUM
- (3) PLASTIC
- (7) OTHER
- (8) NOT APPLICABLE (NOT EQUIPPED)
- (9) UNKNOWN

Duplicate columns 1-8  
from the previous card.

Module F L Format 0 1  
9 10 11 12

FUEL LEAKAGE FL-1

# DID FUEL LEAKAGE RESULT FROM A CRASH EVENT

(0) NO KNOWN LEAKAGE SKIP PAGE.

(1) YES COMPLETE PAGE.

13

| LEAK<br>NUMBER | I<br>LEAKING<br>COMPONENT        | II<br>COMPONENT<br>SOURCE | III<br>TYPE OF<br>DAMAGE | IV<br>SEVERITY<br>OF DAMAGE | V<br>LOCATION<br>OF LEAK | EVENT<br>NUMBER |
|----------------|----------------------------------|---------------------------|--------------------------|-----------------------------|--------------------------|-----------------|
| #1             | <u>    </u> <u>    </u><br>14 15 | —                         | —                        | —                           | — —                      | —<br>21         |
| #2             | <u>    </u> <u>    </u><br>22 23 | —                         | —                        | —                           | — —                      | —<br>29         |
| #3             | <u>    </u> <u>    </u><br>30 31 | —                         | —                        | —                           | — —                      | —<br>37         |
| #4             | <u>    </u> <u>    </u><br>38 39 | —                         | —                        | —                           | — —                      | —<br>45         |
| #5             | <u>    </u> <u>    </u><br>46 47 | —                         | —                        | —                           | — —                      | —<br>53         |

## I LEAKING COMPONENT

### TANK AREA

- (11) MAIN FUEL TANK (INCLUDING VAPOR RECOVERY DOME)
- (12) AUXILIARY FUEL TANK
- (13) MAIN TANK FILLER TUBE
- (14) MAIN TANK CAP (GAS CAP)
- (15) AUXILIARY TANK FILLER TUBE
- (16) AUXILIARY TANK CAP (GAS CAP)
- (19) TANK AREA, DETAILS UNKNOWN

### DELIVERY SYSTEM

- (21) FUEL FEED LINE (MAIN TANK TO FUEL PUMP)
- (22) FUEL FEED LINE (AUXILIARY TANK TO FUEL PUMP)
- (23) FUEL RETURN LINE (FUEL PUMP TO TANK)
- (24) INLINE FUEL FILTER
- (25) FUEL LINE (PUMP TO CARBURETOR OR INJECTOR PUMP)
- (26) CARBURETOR TO INJECTOR PUMP
- (27) FUEL PUMP
- (29) DELIVERY SYSTEM, DETAILS UNKNOWN

### EVAPORATIVE EMISSION CONTROL SYSTEM

- (31) ATMOSPHERIC VENT PIPE (NON-EEC EQUIPPED)
- (32) EEC PIPE (VAPOR CANISTER TO CARBURETOR)

### EEC SYSTEM (CONTINUED)

- (33) VAPOR RECOVERY HOSES (CANISTER TO CARBURETOR)
- (34) LIQUID-VAPOR SEPARATOR (UNLESS PART OF TANK)
- (35) CANISTER
- (39) EEC SYSTEM, DETAILS UNKNOWN
- (49) ENGINE COMPARTMENT, COMPONENT UNKNOWN
- (99) COMPONENT UNKNOWN

## II COMPONENT SOURCE

- (1) OEM
- (2) AFTER MARKET
- (9) UNKNOWN

## III TYPE OF DAMAGE

- (1) DENTED/CRUSHED
- (2) PUNCTURED
- (3) RUPTURED
- (4) SEVERED/GROSS TEARS
- (5) DISCONNECTED/DEFEATED
- (9) UNKNOWN

## IV SEVERITY OF DAMAGE

- (1) MINOR
- (2) MODERATE
- (3) SEVERE
- (4) DISCONNECTED/DEFEATED
- (9) UNKNOWN

## V LOCATION OF LEAK

FIRST DIGIT  
(LONGITUDINAL LOCATION)

- (1) F, FORWARD OF COWL
- (2) P, BETWEEN COWL & REAR BULKHEAD
- (3) B, BEHIND REAR BULKHEAD
- (4) Y, F, & P
- (5) Z, P, & B
- (6) D, DISTRIBUTED (F, P & B)
- (9) UNKNOWN

SECOND DIGIT  
(LATERAL LOCATION)

- (1) L, LEFT
- (2) C, CENTER
- (3) R, RIGHT
- (4) Y, LEFT CENTER (L & C)
- (5) Z, RIGHT CENTER (R & C)
- (6) D, DISTRIBUTED (F, P & B)
- (9) UNKNOWN

Duplicate columns 1-8  
from the previous card.

Module F R Format 0 1  
9 10 11 12

FIRE FR-1

WAS THERE FIRE IN OR ON CASE VEHICLE?

(0) NO SKIP PAGE.

(1) YES COMPLETE PAGE.

1  
13

DID FIRE START IN CASE VEHICLE?

- (0) NO
- (1) YES
- (9) UNKNOWN

      
14

SEVERITY OF FIRE DAMAGE

- (1) MINOR
- (2) MODERATE
- (3) SEVERE
- (9) UNKNOWN

      
16

FLAME PROPOGATION RATE

- (1) RAPID/EXPLOSIVE
- (2) SLOW/MODERATE
- (9) UNKNOWN

      
15

DID AN INJURY TO CASE  
VEHICLE OCCUPANT RESULT FROM  
FIRE IN OR ON CASE VEHICLE?

- (0) NO
- (1) YES
- (9) UNKNOWN

      
17

PROVIDE NOTES IF FIRE OCCURRED.

Duplicate columns 1-8  
from the previous card.

Module E D Format 0 1  
9 10 11 12

## EXTERIOR DAMAGE

ED-1

### HOOD PERFORMANCE

FOR THE FOLLOWING, USE CODES:

- (0) NO
- (1) YES
- (8) NOT APPLICABLE
- (9) UNKNOWN

HOOD LATCH(ES) -RELEASED

①  
13

-DAMAGED

①  
14

-JAMMED

8  
15

HOOD HINGES- -LEFT, DAMAGED

①  
16

-LEFT, SEPARATED  
(COMPLETE)

8  
17

-RIGHT, DAMAGED

①  
18

-RIGHT, SEPARATED  
(COMPLETE)

8  
19

HOOD REMAINED ON VEHICLE

1  
20

REAR EDGE OF HOOD- -ELEVATED

①  
21

-CONTACTED WINDSHIELD

8  
22

-PENETRATED WINDSHIELD

8  
23

HOOD LATCH LOCATION

- (1) FRONT OF VEHICLE
- (2) COWL AREA
- (3) SIDE
- (8) NOT APPLICABLE
- (9) UNKNOWN

1  
24

### STEERING COL FLEXIBLE COUPLING

FLEXIBLE COUPLING TYPE

- (0) NONE
- (1) FLEXIBLE MATERIAL
- (2) POT
- (3) SINGLE U-JOINT
- (4) DOUBLE U-JOINT
- (5) FLEXIBLE CABLE
- (6) COMBINATION OF ABOVE  
(CIRCLE EACH)
- (7) OTHER: \_\_\_\_\_
- (8) EQUIPPED, TYPE UNKNOWN
- (9) UNKNOWN, IF EQUIPPED

9  
26

COUPLING-

-DAMAGED

9  
27

(USE CODES  
FROM HOOD  
PERFORMANCE)

-SEPARATED  
(COMPLETE)

9  
28

### ENG COMPART TELESCOPING UNIT

TYPE OF UNIT

- (00) NONE INSTALLED
- (01) - (07) SEE UNITS ON PAGE ED-2
- (88) NOT COLLECTED
- (97) OTHER: \_\_\_\_\_
- (98) EQUIPPED, TYPE UNKNOWN
- (99) UNKNOWN IF EQUIPPED

8 8  
29 30

ORIGINAL LENGTH (mm)

F (OR H): \_\_\_\_\_

TELESCOPED LENGTH (mm)

G: \_\_\_\_\_

DIFFERENCE (mm)

F (OR H) - G

(IF LESS THAN 15mm, ENTER "000".)

- (888) NOT COLLECTED
- (991) NOT MEASURED/NO  
COMPRESSION
- (992) COMPRESSED, AMOUNT  
UNKNOWN
- (993) DEVICE EXTENDED
- (997) UNABLE TO BE MEASURED
- (998) NOT APPLICABLE (NOT  
EQUIPPED)
- (999) UNKNOWN

8 8 8  
31 33

### ENGINE OR TRANSMISSION MOUNT

SEPARATION (COMPLETE)

- (0) NO
- (1) YES
- (9) UNKNOWN

①  
25

## LEFT-SIDE BODY MOUNT

DID BODY MOUNT SEPARATE?

- (0) NO  
 (1) YES  
 (8) NOT APPLICABLE  
 (9) UNKNOWN

8  
 34

## LEFT DOORS

HOW DID DOORS  
OPEN DURING COLLISION?

USE CODES:

(0) DOOR DID NOT OPEN

OPENED BECAUSE OF

- (1) HINGE AREA SEPARATION  
 (2) DOOR-LATCH SEPARATION  
 (3) LATCH-STRIKER SEPARATION  
 (4) STRIKER-PILLAR SEPARATION  
 (5) BODY DISTORTION  
 (6) COMBINATION OF ABOVE  
 (CIRCLE EACH)  
 (7) OPENED, REASON UNKNOWN

- (8) NOT APPLICABLE (NO DOOR)  
 (9) UNKNOWN

## LEFT PILLARS

PILLARS SEPARATED COMPLETELY -

USE CODES:

- (0) NO  
 (1) YES  
 (4) NO SEPARATION, BUT DAMAGED  
 (8) NOT APPLICABLE (NOT EQUIPPED)  
 (9) UNKNOWN

-A-PILLAR, UPPER

Φ  
 35

LOWER

Φ  
 36

-B-PILLAR, UPPER

Φ  
 37

LOWER

Φ  
 38

-C-PILLAR, UPPER

Φ  
 39

LOWER

Φ  
 40

-D-PILLAR, UPPER

8  
 41

LOWER

8  
 42

-FRONT

Φ  
 43

-REAR

Φ  
 44

DOORS JAMMED CLOSED-

USE CODES:

- (0) NO  
 (1) YES  
 (8) NOT APPLICABLE (NO DOOR)  
 (9) UNKNOWN

-FRONT

Φ  
 45

-REAR

Φ  
 46

## EXTERIOR DAMAGE

ED-3

## REAR DOOR

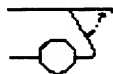
## REAR DOOR TYPE

- (0) NO DOOR (INCLUDES PICKUPS)
- (1) HATCHBACK
- (2) ONE-WAY TAILGATE
- (3) TWO-WAY TAILGATE
- (4) CLAMSHELL/DISAPPEARING TAILGATE
- (5) SINGLE DOOR
- (6) DOUBLE DOOR
- (9) UNKNOWN

Hatchback



One-way



Two-way



or



Clamshell



Single door



Double door

HOW DID DOOR  
OPEN DURING COLLISION?

- (0) DOOR DID NOT OPEN

## OPENED BECAUSE OF

- (1) HINGE AREA SEPARATION
- (2) DOOR-LATCH SEPARATION
- (3) LATCH-STRIKER SEPARATION
- (4) STRIKER-PILLAR SEPARATION
- (5) BODY DISTORTION
- (6) COMBINATION OF ABOVE  
(CIRCLE EACH)
- (7) OPENED, REASON UNKNOWN
- (8) NOT APPLICABLE (NO DOOR)
- (9) UNKNOWN

## DOOR JAMMED CLOSED

- (0) NO
- (1) YES
- (8) NOT APPLICABLE (NO DOOR)
- (9) UNKNOWN

Φ  
47

8  
48

8  
49

## OTHER REAR DAMAGE

WAS PARTITION TO LUGGAGE AREA  
DAMAGED DURING COLLISION?

- (0) NO
- (1) YES
- (8) NOT APPLICABLE
- (9) UNKNOWN

Φ  
50

## SPARE TIRE

- (0) NO SPARE TIRE
- (1) NOT ATTACHED BEFORE COLLISION
- (2) ATTACHED, NOT SEPARATED IN COLLISION
- (3) ATTACHED, SEPARATED DUE TO COLLISION
- (8) NOT COLLECTED
- (9) UNKNOWN

8  
51

## TRAILER HITCH TYPE

- (0) NO HITCH

## BALL-AND-SOCKET TYPES

- (1) TEMPORARY FRAMEWORK (E.G. RENTAL CLAMP-ON)
- (2) BUMPER-MOUNT ONLY (E.G. LIGHT TRUCK)
- (3) BUMPER-AND-FRAME (BUT NON-EQUALIZING)
- (4) LOAD EQUALIZING

## OTHER TYPES

- (5) RING-AND-PINTLE
- (6) FIFTH-WHEEL (INCL. PAU)
- (7) OTHER (E.G. CLEVIS-AND-PIN)

- (8) EQUIPPED, TYPE UNKNOWN
- (9) UNKNOWN IF EQUIPPED

Φ  
52

TRAILER TYPE  
(AT TIME OF COLLISION)

- (0) NO TRAILER
- (1) TRAVEL-TRAILER/CAMPER
- (2) MOBILE HOME
- (3) BOAT/SNOWMOBILE/ATV TRAILER
- (4) UTILITY TRAILER
- (5) TOWED CAR
- (7) OTHER: \_\_\_\_\_
- (8) TRAILER, TYPE UNKNOWN
- (9) UNKNOWN

Φ  
53

## RIGHT-SIDE BODY MOUNT

DID BODY MOUNT SEPARATE?

- (0) NO  
 (1) YES  
 (8) NOT APPLICABLE  
 (9) UNKNOWN

8  
 54

## RIGHT PILLARS

PILLARS SEPARATED COMPLETELY -

USE CODES:

- (0) NO  
 (1) YES  
 (4) NO SEPARATION, BUT DAMAGED  
 (8) NOT APPLICABLE (NOT EQUIPPED)  
 (9) UNKNOWN

-A-PILLAR, UPPER

Φ  
 55

LOWER

Φ  
 56

-B-PILLAR, UPPER

Φ  
 57

LOWER

Φ  
 58

-C-PILLAR, UPPER

Φ  
 59

LOWER

Φ  
 60

-D-PILLAR, UPPER

8  
 61

LOWER

8  
 62

## RIGHT DOORS

HOW DID DOORS  
OPEN DURING COLLISION?

USE CODES:

(00) DOOR DID NOT OPEN

OPENED BECAUSE OF

- (01) HINGE AREA SEPARATION  
 (02) DOOR-LATCH SEPARATION  
 (03) LATCH-STRIKER SEPARATION  
 (04) STRIKER-PILLAR SEPARATION  
 (05) BODY DISTORTION  
 (06) COMBINATION OF ABOVE  
 (CIRCLE EACH)  
 (07) OPENED, REASON UNKNOWN  
 (11) VAN RIGHT-REAR DOOR OPENED  
 (ANY MECHANISM)

(98) NOT APPLICABLE (NO DOOR)

(99) UNKNOWN

-FRONT

Φ Φ  
 63 64

-REAR

Φ Φ  
 65 66

## DOORS JAMMED CLOSED-

USE CODES:

- (0) NO  
 (1) YES  
 (8) NOT APPLICABLE (NO DOOR)  
 (9) UNKNOWN

-FRONT

Φ  
 67

-REAR

Φ  
 68

## VAN REAR DOOR TYPE

- (0) VAN, NO REAR DOOR  
 (1) TRACK (SLIDING) - RIGHT SIDE  
 (2) SINGLE-HINGED - RIGHT SIDE  
 (3) DOUBLE-HINGED - RIGHT SIDE  
 (4) TRACK (SLIDING) - RIGHT & LEFT SIDE  
 (5) SINGLE-HINGED - RIGHT & LEFT SIDE  
 (6) DOUBLE-HINGED - RIGHT & LEFT SIDE  
 (7) TRACK AND HINGED COMBINATION  
 (8) NOT APPLICABLE (NOT A VAN)  
 (9) UNKNOWN

8  
 69

## WINDSHIELD DAMAGE

## WINDSHIELD CRACKED

- (0) NO  
 (1) YES  
 (8) NOT APPLICABLE  
 (9) UNKNOWN

$\frac{1}{70}$

WINDSHIELD BROKEN  
(PLASTIC INTERLAYER TORN)

- (0) NO  
 (1) YES  
 (8) NOT APPLICABLE  
 (9) UNKNOWN

$\frac{\phi}{71}$

CRACKED OR BROKEN  
BY OCCUPANT CONTACT

- (0) NO  
 (1) YES  
 (8) NOT APPLICABLE  
 (9) UNKNOWN

$\frac{\phi}{72}$

## EXTENT OF BOND SEPARATION

- (0) NONE  
 (1) 1 - 20%  
 (2) 21 - 40  
 (3) 41 - 60  
 (4) 61 - 80  
 (5) 81 - 99  
 (6) TOTAL  
 (7) SEPARATED, AMOUNT  
 UNKNOWN  
 (8) NOT APPLICABLE  
 (9) UNKNOWN

$\frac{\phi}{73}$

## WINDSHIELD MARK ON CASE VEHICLE:

**Unknown**

## WINDSHIELD CODE

- (97) DESCRIBED BUT NOT CODED  
 (98) NOT APPLICABLE (NO WINDSHIELD)  
 (99) UNKNOWN

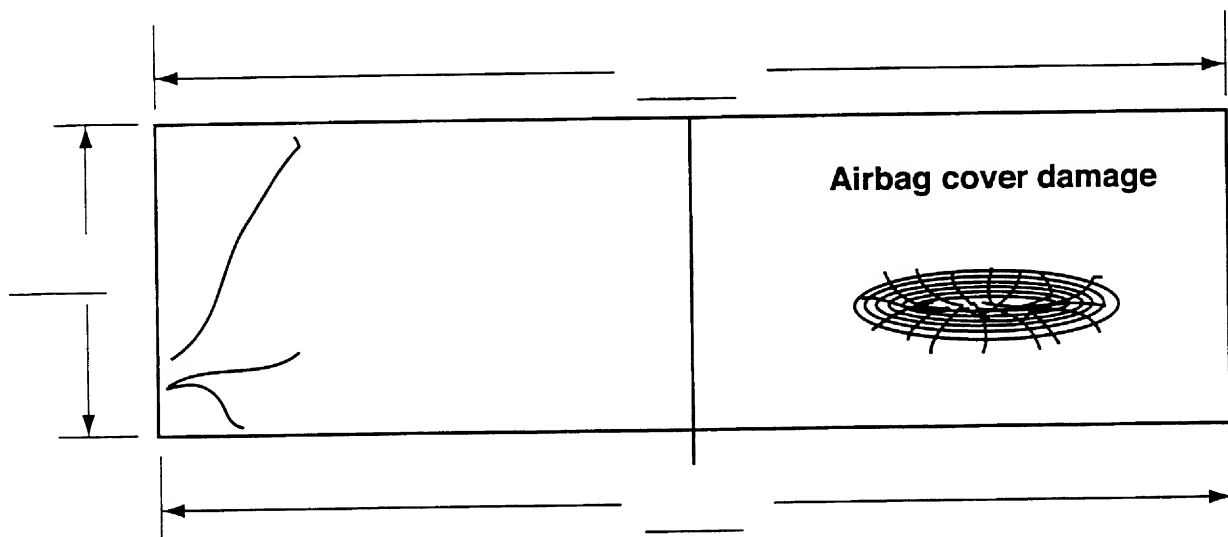
$\frac{99}{74 \ 75}$

## ROOF

DID T-ROOF/SUN ROOF OPEN  
DURING COLLISION?

- (0) NO  
 (1) YES  
 (8) NOT APPLICABLE  
 (NOT A T-ROOF OR SUN ROOF)  
 (9) UNKNOWN

$\frac{8}{76}$





## STEERING WHEEL

### STEERING WHEEL RIM DAMAGE

- (0) NONE
- (1) DEFORMED SLIGHTLY
- (2) SEVERELY BENT
- (3) BROKEN
- (9) UNKNOWN

13

### NUMBER OF STEERING WHEEL SPOKES

- (9) UNKNOWN

4  
14

### STEERING WHL SPOKE DAMAGE

- (0) NONE
- (1) DEFORMED SLIGHTLY
- (2) SEVERELY BENT
- (3) BROKEN
- (9) UNKNOWN

15

### STEERING WHEEL POSITION AT TIME OF COLLISION

IN WHAT O'CLOCK POSITION WAS THE  
NORMAL TOP OF THE WHEEL POINTED  
WHEN THE COLLISION OCCURRED?

#### EXAMPLES

O'CLOCK = 1 2

O'CLOCK = 9 2



(NORMAL STRAIGHT  
AHEAD)



O'CLOCK = 9 9

(99) UNKNOWN

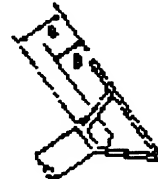
INTERVIEWED  
wife

## STEERING WHEEL ENERGY ABSORBING DEVICE



(1) EXAMPLES:

BARRACUDA, 70 - 74  
CHALLENGER, 70 - 74  
CAPRI, 71 - 77



(2) EXAMPLES:

OMNI, 78 -  
HORIZON, 78 -

## STEERING COLUMN OPTIONS

### TILT FEATURE

- (0) NOT EQUIPPED
- (1) YES, EQUIPPED, UNK POSITION
- (2) UP
- (3) MIDDLE
- (4) LOWER
- (9) UNKNOWN IF EQUIPPED

2  
16

### SWING-AWAY FEATURE

- (0) NOT EQUIPPED
- (1) YES, EQUIPPED
- (9) UNKNOWN IF EQUIPPED

17

### TELESCOPING FEATURE

- (0) NOT EQUIPPED
- (1) YES, EQUIPPED
- (9) UNKNOWN IF EQUIPPED

18

### TYPE OF DEVICE

- (0) NONE
- (1) CONVOLUTED OR MESH CYLINDER
- (2) DEEP DISH STEERING WHEEL
- (7) OTHER: \_\_\_\_\_
- (8) NOT COLLECTED
- (9) UNKNOWN IF EQUIPPED

### ORIGINAL DIMENSION (mm)

A: \_\_\_\_\_

### DAMAGE DIMENSION (mm)

B: \_\_\_\_\_

### DIFFERENCE (mm)

A - B

- (888) NOT COLLECTED
- (991) NOT MEASURED/NO APPARENT COMPRESSION
- (992) COMPRESSED, AMOUNT UNKNOWN
- (993) DEVICE EXTENDED
- (997) UNABLE TO MEASURE
- (998) NOT APPLICABLE (NOT EQUIPPED)
- (999) UNKNOWN

8  
19

8 8 8  
20 22

# STEERING COLUMN ENERGY ABSORBING DEVICE

TYPE OF DEVICE \* (IF 27 OR 28)

- (00) NOT EQUIPPED  
(88) NOT COLLECTED  
(99) UNKNOWN

ORIGINAL LENGTH (mm)

C: \_\_\_\_\_

COMPRESSED LENGTH (mm)

D: \_\_\_\_\_

BRACKET DEFLECTION (IF CODE 36, 48,  
OR 49 ABOVE)

OR

COMPRESSION (OR EXTRUSION) (mm)

C - D (OR E) (TOLERANCE:  $\pm 10$ )

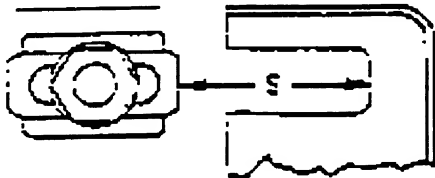
- (888) NOT COLLECTED  
(991) NOT MEASURED/NO APPARENT  
COMPRESSION  
(992) COMPRESSED, AMOUNT UNKNOWN  
(993) DEVICE EXTENDED  
(997) UNABLE TO BE MEASURED  
(998) NOT APPLICABLE (NOT EQUIPPED)  
(999) UNKNOWN

\* (ADD A &amp; B FOR TOTAL COMPRESSION)

SHEAR CAPSULE SEPARATION (mm)

S (USE AVG. OF LEFT &amp; RIGHT CAPSULES.)

LT:



RT:

- (888) NOT COLLECTED  
(991) NOT MEASURED/NO APPARENT  
SEPARATION  
(992) SEPARATED, AMOUNT UNKNOWN  
(997) UNABLE TO BE MEASURED  
(998) NOT APPLICABLE (NOT EQUIPPED)  
(999) UNKNOWN

COLUMN VERTICAL ROTATION

- (0) NO APPARENT ROTATION  
(1) UPWARD APPARENT ROTATION  
(2) DOWNWARD APPARENT ROTATION  
(9) UNKNOWN

COLUMN LATERAL ROTATION

- (0) NO APPARENT ROTATION  
(1) LEFT APPARENT ROTATION  
(2) RIGHT APPARENT ROTATION  
(9) UNKNOWN

## STEERING WHEEL (CONTINUED)

STEERING WHEEL HUB DAMAGE

- (0) NONE  
(1) OCCUPANT CONTACT  
(2) AIRBAG  
(3) OTHER \_\_\_\_\_  
(9) UNKNOWN

⌀  
33

8 8  
23 24

8 8 8  
25 27

8 8 8  
28 30

⌀  
31

⌀  
32

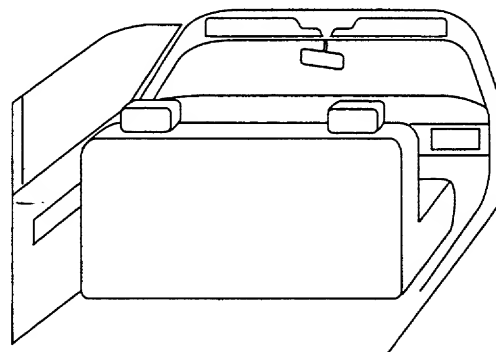
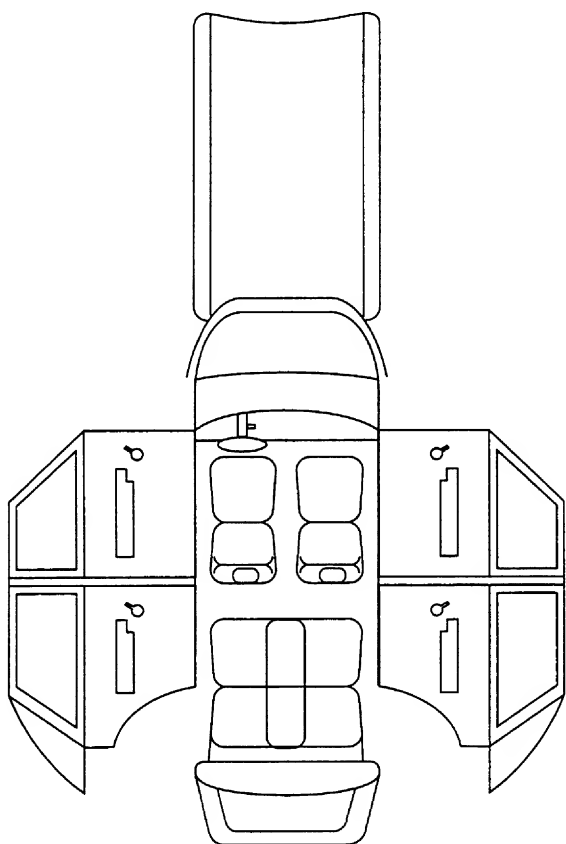


1 = Definitely 2 = Probably 3 = Possible

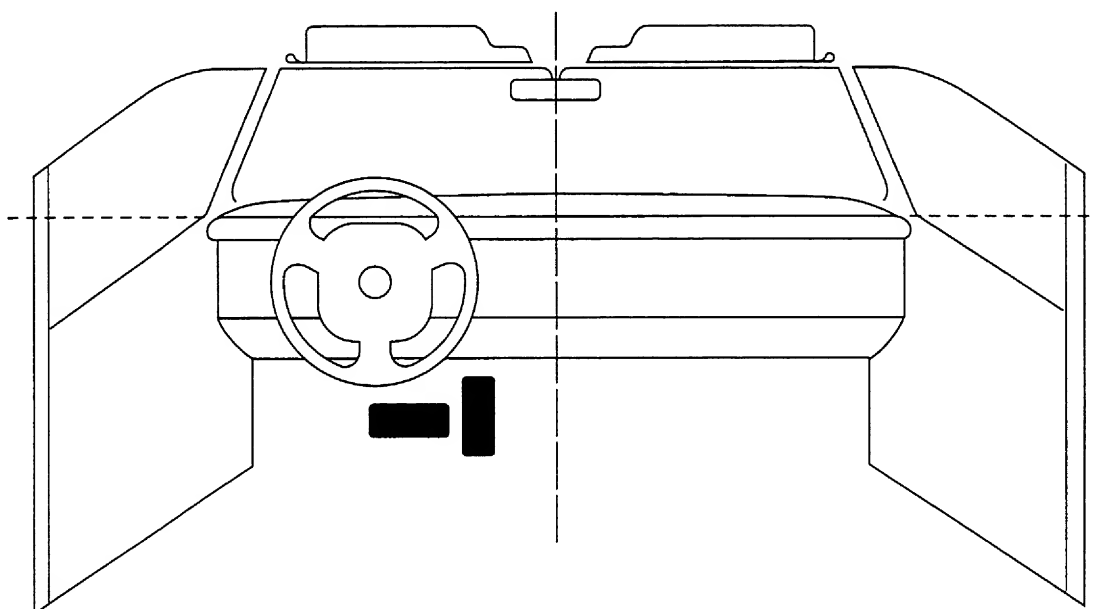
| INTRUSION IT-1        |                    |                                       |   |                            |                          |
|-----------------------|--------------------|---------------------------------------|---|----------------------------|--------------------------|
| Location of Intrusion | Intruded Component | (All Measurements Are in Centimeters) |   |                            | Dominant Crush Direction |
|                       |                    | Comparison Value                      | – | Intruded Value = Intrusion |                          |
|                       |                    |                                       | – | =                          |                          |
|                       | <b>None</b>        |                                       | – | =                          |                          |
|                       | <b>Apparent</b>    |                                       | – | =                          |                          |
|                       |                    |                                       | – | =                          |                          |
|                       |                    |                                       | – | =                          |                          |
|                       |                    |                                       | – | =                          |                          |
|                       |                    |                                       | – | =                          |                          |
|                       |                    |                                       | – | =                          |                          |
|                       |                    |                                       | – | =                          |                          |
|                       |                    |                                       | – | =                          |                          |
|                       |                    |                                       | – | =                          |                          |
|                       |                    |                                       | – | =                          |                          |
|                       |                    |                                       | – | =                          |                          |
|                       |                    |                                       | – | =                          |                          |
|                       |                    |                                       | – | =                          |                          |

## OCCUPANT CONTACT WORKSHEET

| Contact | Interior Component Contacted | Occupant No. if Known | Body Region if Known | Supporting Physical Evidence | Confidence Level of Contact Point |
|---------|------------------------------|-----------------------|----------------------|------------------------------|-----------------------------------|
| A       |                              |                       |                      | <b>None</b>                  |                                   |
| B       |                              |                       |                      | <b>Apparent</b>              |                                   |
| C       |                              |                       |                      |                              |                                   |
| D       |                              |                       |                      |                              |                                   |
| E       |                              |                       |                      |                              |                                   |
| F       |                              |                       |                      |                              |                                   |
| G       |                              |                       |                      |                              |                                   |
| H       |                              |                       |                      |                              |                                   |
| I       |                              |                       |                      |                              |                                   |
| J       |                              |                       |                      |                              |                                   |
| K       |                              |                       |                      |                              |                                   |



**None  
Apparent**



## CODES FOR COLUMN B, OCCUPANT SPACE NUMBER

OCCUPANT SPACE NUMBER IS A TWO-DIGIT CODE. THE USE OF THE CODE IS DETERMINED BY THE VEHICLE SEAT CONFIGURATION AT THE TIME OF THE ACCIDENT.

## FIRST DIGIT

THE FIRST DIGIT (LEFT DIGIT) DENOTES THE SEAT ROW, WITH CODE VALUES FROM 1 TO 5.

## SECOND DIGIT

THE SECOND DIGIT (RIGHT DIGIT) DENOTES THE POSITION ON THE SEAT AND, IN SOME INSTANCES, THE WIDTH OF THE SEAT.

- |                          |                 |                         |   |
|--------------------------|-----------------|-------------------------|---|
| (1) LEFT                 | (3) RIGHT       | .....                   | INDIVIDUAL SEAT                               |
| (1) LEFT                 | (2) CENTER      | (3) RIGHT               | ..... BENCH: FULL WIDTH 3 PASSENGER           |
| (1) LEFT                 | (2) LEFT CENTER | (6) RIGHT CENTER        | (3) RIGHT ..... BENCH: FULL WIDTH 4 PASSENGER |
| (1) LEFT                 | (2) CENTER      | (5) RIGHT & AISLE SPACE | ..... BENCH: PARTIAL WIDTH, LEFT              |
| (0) LEFT & SPACE         | (2) CENTER      | (5) RIGHT & SPACE       | ..... BENCH: PARTIAL WIDTH, CENTERED          |
| (4) ENTIRE VEHICLE WIDTH | .....           | CARGO AREA              |   |

## EXAMPLES

THE TWO FIGURES BELOW PROVIDE EXAMPLES OF THE OCCUPANT SPACE NUMBER.

PASSENGER CAR  
5 PASSENGERS

|   |   |    |       |
|---|---|----|-------|
| X | X | 11 | 13    |
| X | X | 21 | 22 23 |

VAN  
12 PASSENGER CAPACITY

|   |   |    |          |
|---|---|----|----------|
| X | X | 11 | 13       |
| X | X | X  | 21 22 25 |
| X | X | X  | 31 32 35 |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X | X  | X        |
| X | X |    |          |

## CODES FOR COLUMN F, MEASUREMENT AXIS

- (X) X-AXIS (FORE & AFT)  
(Y) Y-AXIS (LATERAL)  
(Z) Z-AXIS (VERTICAL)

## CODES FOR COLUMNS G, H, I &amp; J, OCCUPANT &amp; INJURY NUMBERS

| OCCUPANT<br>NUMBER | INJURY<br>NUMBER | CONTACT                                   |
|--------------------|------------------|---|
| (00)               | (00)             | NO CONTACT                                |
| (##)               | (00)             | CONTACT, NO INJURY                        |
| (97)               | (99)             | CONTACT, OCCUPANT UNKNOWN, INJURY UNKNOWN |
| (99)               | (00) OR (99)     | UNKNOWN IF CONTACT                        |



## INTRUSION IT-4

## CODES FOR COLUMN C, INTRUDING COMPONENT OR OBJECT

NOTE: DO NOT CODE OBJECTS OTHER THAN COMPONENTS OF CASE VEHICLE.

## INDIVIDUAL COMPONENT

## INTERNAL

- (01) INSTRUMENT PANEL
- (02) FIRE WALL
- (03) TOE PAN
- (04) FLOOR PAN
- (05) STEERING COLUMN
- (06) WINDSHIELD
- (07) WINDSHIELD HEADER
- (08) A-PILLAR
- (09) DOOR PANEL OR SIDE PANEL
- (10) WINDOW FRAME
- (11) B-PILLAR
- (12) C-PILLAR
- (13) D-PILLAR
- (14) ROOF SIDE RAILS
- (15) ROOF OR CONVERTIBLE TOP
- (16) BACKLIGHT HEADER
- (17) FRONT SEAT-BACK SURFACE/  
SEAT-BACK BACK SURFACE
- (18) SECOND SEAT-BACK SURFACE  
SEAT-BACK BACK SURFACE
- (19) THIRD SEAT-BACK SURFACE  
SEAT-BACK BACK SURFACE
- (20) FOURTH SEAT-BACK SURFACE  
SEAT-BACK BACK SURFACE
- (21) FIFTH SEAT-BACK SURFACE  
SEAT-BACK BACK SURFACE
- (22) BACK PANEL/BACK DOOR SURFACE
- (23) SEAT CUSHION SURFACE/EDGE
- (24) CONSOLE
- (25) OTHER (DESCRIBE)
- (26) UNKNOWN INTERNAL SURFACES
- (28) TRANSMISSION TUNNEL (HUMP)
- (29) SIDE FOOTWELL PANEL (KICKPANEL)
- (30) SILL

## EXTERNAL

- (43) HOOD
- (44) OBJECT EXTERNAL TO PASSENGER  
COMPARTMENT BUT PART  
OF CASE VEHICLE
- (45) OUTSIDE SURFACE OF CASE VEHICLE
- (46) OTHER (E.G. SPARE TIRE,  
JACK. DESCRIBE.)
- (49) UNKNOWN EXTERNAL OBJECT

## GROUPED FOR MASSIVE INTRUSION INTO AN OCCUPANT SPACE

USE ONLY IF ALL THESE COMPONENTS  
INTRUDED INTO A SINGLE OCCUPANT SPACE.

- |                        |                         |
|------------------------|-------------------------|
| (50) WINDSHIELD HEADER | (60) ROOF               |
| A-PILLAR               | ROOF RAIL               |
| ROOF SIDE RAIL         | A-PILLAR                |
|                        | B-PILLAR                |
| (51) INSTRUMENT PANEL  | C-PILLAR                |
| A-PILLAR               | WINDOW FRAME            |
| DOOR PANEL             | DOOR PANEL              |
|                        | FLOOR PAN               |
| (52) INSTRUMENT PANEL  | (61) INSTRUMENT PANEL   |
| A-PILLAR               | TOE PAN                 |
| WINDSHIELD HEADER      | WINDSHIELD HEADER       |
|                        | A-PILLAR                |
| (53) DOOR PANEL        | ROOF RAIL               |
| B-PILLAR               | WINDOW FRAME            |
| ROOF RAIL              | DOOR PANEL              |
|                        | ROOF                    |
| (54) DOOR PANEL        | (62) ROOF               |
| A-PILLAR               | ROOF RAIL               |
| ROOF RAIL              | C-PILLAR                |
|                        | WINDOW FRAME            |
| (55) INSTRUMENT PANEL  | FLOOR PAN               |
| FLOOR PAN              | FLOOR PAN               |
| A-PILLAR               | SECOND SEAT             |
| DOOR FRAME             | DOOR PANEL              |
|                        |                         |
| (56) ROOF RAIL         | (63) ROOF RAIL          |
| A-PILLAR               | ROOF                    |
| B-PILLAR               | B-PILLAR                |
| WINDOW FRAME           | WINDOW FRAME            |
|                        | FLOOR PAN               |
| (57) ROOF RAIL         | DOOR PANEL              |
| A-PILLAR               | SECOND SEAT             |
| B-PILLAR               | FRONT SEAT              |
| C-PILLAR               |                         |
| DOOR PANEL             |                         |
|                        | (64) ROOF RAIL          |
|                        | ROOF OR CONVERTIBLE TOP |
| (58) ROOF              | A-PILLAR                |
| ROOF RAIL              | B-PILLAR                |
| WINDOW FRAME           | WINDOW FRAME            |
| DOOR PANEL             | WINDOW HEADER           |
|                        |                         |
| (59) BACKLIGHT HEADER  | (65) WINDSHIELD         |
| ROOF                   | WINDSHIELD HEADER       |
| C-PILLAR               | ROOF SIDE RAIL          |
| THIRD SEAT-BACK        |                         |
|                        | (66) WINDSHIELD         |
|                        | WINDSHIELD HEADER       |
|                        | A-PILLAR                |
|                        |                         |
|                        | (98) NOT APPLICABLE     |
|                        | (99) UNKNOWN            |



Duplicate columns 1-8  
from the previous card.

Module 1 T Format 0 1  
9 10 11 12

INTRUSION IT-5

WAS THERE OCCUPANT COMPARTMENT INTRUSION? 1

13

WAS INTRUSION CATASTROPHIC?     

14

- (0) NO DO NOT ANSWER NEXT QUESTION. SKIP PAGE.  
(1) YES ANSWER NEXT QUESTION.  
(9) UNKNOWN SKIP PAGE.

- (0) NO COMPLETE PAGE.  
(1) YES SKIP PAGE.

Duplicate columns 1-8  
from the previous card.

Module 1 T Format 0 2  
9 10 11 12

NOTE: Each line in the table below is a separate record (card). Duplicate columns 1 - 12 for each completed line.

**INTRUSIONS** CODE INTRUSIONS IN THIS ORDER: LEFT TO RIGHT ON ROW; FRONT TO BACK IN VEHICLES.  
CODES FOR B, F, G, H, I, J ON PAGE IT-3  
CODES FOR C ON PAGE IT-4

OCCUPANT CONTACT AND INJURY

| A                   | B                 | C                                   | D                      | E                                   | F                                   | G                                   | H                  | I                | J                  | K                |
|---------------------|-------------------|-------------------------------------|------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------|------------------|--------------------|------------------|
| INTRUSION<br>NUMBER | OCC.<br>SPACE NO. | INTRUDING<br>COMPONENT<br>OR OBJECT | ASSOC.<br>EVENT<br>NO. | MAXIMUM<br>INTRUSION<br>X AXIS (cm) | MAXIMUM<br>INTRUSION<br>Y AXIS (cm) | MAXIMUM<br>INTRUSION<br>Z AXIS (cm) | OCCUPANT<br>NUMBER | INJURY<br>NUMBER | OCCUPANT<br>NUMBER | INJURY<br>NUMBER |
| 13-14               | 15-16             | 17-18                               | 19                     | 20-21                               | 22-23                               | 24-25                               | 26-27              | 28-29            | 30-31              | 32-33            |
| <u>0 1</u>          | — —               | — —                                 | —                      | — —                                 | — —                                 | — —                                 | — —                | — —              | — —                | — —              |
| <u>0 2</u>          | — —               | — —                                 | —                      | — —                                 | — —                                 | — —                                 | — —                | — —              | — —                | — —              |
| <u>0 3</u>          | — —               | — —                                 | —                      | — —                                 | — —                                 | — —                                 | — —                | — —              | — —                | — —              |
| <u>0 4</u>          | — —               | — —                                 | —                      | — —                                 | — —                                 | — —                                 | — —                | — —              | — —                | — —              |
| <u>0 5</u>          | — —               | — —                                 | —                      | — —                                 | — —                                 | — —                                 | — —                | — —              | — —                | — —              |
| <u>0 6</u>          | — —               | — —                                 | —                      | — —                                 | — —                                 | — —                                 | — —                | — —              | — —                | — —              |
| <u>0 7</u>          | — —               | — —                                 | —                      | — —                                 | — —                                 | — —                                 | — —                | — —              | — —                | — —              |

NOTE: USE ADDITIONAL PAGE IF MORE THAN 7 INTRUSIONS.

Duplicate columns 1-8  
from the previous card.

Module 1 T Format 0 3  
9 10 11 12

NOTE: IF NO SIDE DOOR INTRUSION,  
SKIP REMAINDER OF PAGE.

**SIDE DOOR INTRUSION  
RESULTED FROM**

INTRUSION  
NUMBER CAUSE

CODES  
FOR CAUSE:

- 13 — (1) DIRECT  
15 — IMPACT  
16 — (2) INDUCED  
18 — DAMAGE  
19 — (9) UNKNOWN  
21 —

**IF DAMAGE TO DOOR COMPONENT RESULTED IN INCREASED  
DOOR INTRUSION, CODE COMPONENT**

INTRUSION  
NUMBER

DAMAGED  
COMPONENT 1

DAMAGED  
COMPONENT 2

CODES  
FOR COMPONENTS

A — —  
22 23

—

25

B — —  
26 27

—

29

C — —  
30 31

—

33

D — —  
34 35

—

37

- (0) NONE  
(1) A-PILLAR  
(2) B-PILLAR  
(3) C-PILLAR  
(4) LATCH/STRIKER  
(5) HINGES  
(7) OTHER:       
(8) NOT APPLICABLE  
(9) UNKNOWN

Duplicate columns 1-8  
from the previous card.

Module 1 T Format 0 2  
9 10 11 12

INTRUSION IT-6

NOTE: Each line in the table below is a separate record (card).  
Duplicate columns 1 - 12 for each completed line.

-- ADDITIONAL PAGE --

INTRUSIONS CODE INTRUSIONS IN THIS ORDER: LEFT TO RIGHT ON ROW; FRONT TO BACK IN VEHICLES.  
CODES FOR B, F, G, H, I, J ON PAGE IT-3  
CODES FOR C ON PAGE IT-4

OCCUPANT CONTACT AND INJURY

| A                   | B                 | C                                   | D                      | E                                   | F                                   | G                                   | H                  | I                | J                  | K                |
|---------------------|-------------------|-------------------------------------|------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------|------------------|--------------------|------------------|
| INTRUSION<br>NUMBER | OCC.<br>SPACE NO. | INTRUDING<br>COMPONENT<br>OR OBJECT | ASSOC.<br>EVENT<br>NO. | MAXIMUM<br>INTRUSION<br>X AXIS (cm) | MAXIMUM<br>INTRUSION<br>Y AXIS (cm) | MAXIMUM<br>INTRUSION<br>Z AXIS (cm) | OCCUPANT<br>NUMBER | INJURY<br>NUMBER | OCCUPANT<br>NUMBER | INJURY<br>NUMBER |
| 13-14               | 15-16             | 17-18                               | 19                     | 20-21                               | 22-23                               | 24-25                               | 26-27              | 28-29            | 30-31              | 32-33            |
| <u>0 8</u>          | — —               | — —                                 | —                      | — —                                 | — —                                 | — —                                 | — —                | — —              | — —                | — —              |
| <u>0 9</u>          | — —               | — —                                 | —                      | — —                                 | — —                                 | — —                                 | — —                | — —              | — —                | — —              |
| <u>1 0</u>          | — —               | — —                                 | —                      | — —                                 | — —                                 | — —                                 | — —                | — —              | — —                | — —              |
| <u>1 1</u>          | — —               | — —                                 | —                      | — —                                 | — —                                 | — —                                 | — —                | — —              | — —                | — —              |
| <u>1 2</u>          | — —               | — —                                 | —                      | — —                                 | — —                                 | — —                                 | — —                | — —              | — —                | — —              |
| <u>1 3</u>          | — —               | — —                                 | —                      | — —                                 | — —                                 | — —                                 | — —                | — —              | — —                | — —              |
| <u>1 4</u>          | — —               | — —                                 | —                      | — —                                 | — —                                 | — —                                 | — —                | — —              | — —                | — —              |
| <u>1 5</u>          | — —               | — —                                 | —                      | — —                                 | — —                                 | — —                                 | — —                | — —              | — —                | — —              |
| <u>1 6</u>          | — —               | — —                                 | —                      | — —                                 | — —                                 | — —                                 | — —                | — —              | — —                | — —              |
| <u>1 7</u>          | — —               | — —                                 | —                      | — —                                 | — —                                 | — —                                 | — —                | — —              | — —                | — —              |
| <u>1 8</u>          | — —               | — —                                 | —                      | — —                                 | — —                                 | — —                                 | — —                | — —              | — —                | — —              |
| <u>1 9</u>          | — —               | — —                                 | —                      | — —                                 | — —                                 | — —                                 | — —                | — —              | — —                | — —              |
| <u>2 0</u>          | — —               | — —                                 | —                      | — —                                 | — —                                 | — —                                 | — —                | — —              | — —                | — —              |
| <u>2 1</u>          | — —               | — —                                 | —                      | — —                                 | — —                                 | — —                                 | — —                | — —              | — —                | — —              |
| <u>2 2</u>          | — —               | — —                                 | —                      | — —                                 | — —                                 | — —                                 | — —                | — —              | — —                | — —              |
| <u>2 3</u>          | — —               | — —                                 | —                      | — —                                 | — —                                 | — —                                 | — —                | — —              | — —                | — —              |
| <u>2 4</u>          | — —               | — —                                 | —                      | — —                                 | — —                                 | — —                                 | — —                | — —              | — —                | — —              |
| <u>2 5</u>          | — —               | — —                                 | —                      | — —                                 | — —                                 | — —                                 | — —                | — —              | — —                | — —              |

**CODES:**

- (0) NO  
(1) YES  
(3) NO, and OCCUPANT CONTACT

- (4) YES, and OCCUPANT CONTACT  
(8) NOT APPLICABLE  
(9) UNKNOWN

[illegible]

\* **MORE THAN ONE ITEM MAY BE NOTED.**

Duplicate columns 1-8  
from the previous card.

Module S T Format 0 2  
9 10 11 12

## SEATS

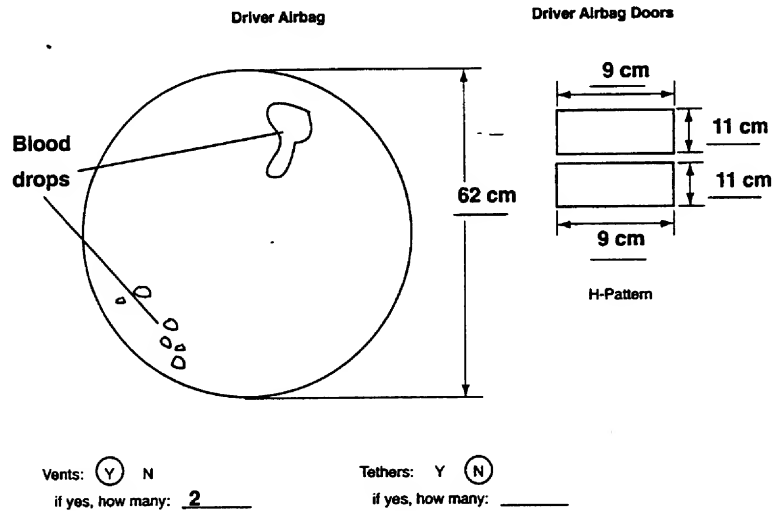
ST-1

| FRONT SEAT   | DRIVER             | PASSENGER          | FRONT SEAT-BACK   | DRIVER         | PASSENGER      |
|--|--------------------|--------------------|---|----------------|----------------|
| <b>TYPE OF FRONT SEAT</b><br>(00) NO SEAT<br>(01) STANDARD BENCH<br>(02) SPLIT BACK, 50-50<br>(03) SPLIT BACK, DRIVER WIDE<br>(04) SPLIT BACK, PASS. WIDE<br>(05) BUCKET<br>(06) CAPTAIN'S CHAIR<br>(07) INDIV. BENCH, 50-50<br>(08) INDIV. BENCH, DRIVER WIDE<br>(09) INDIV. BENCH, PASS. WIDE<br>(97) OTHER: _____<br>(99) UNKNOWN | <u>05</u><br>13 14 | <u>05</u><br>15 16 | <b>SEAT-BACK TYPE</b><br>(1) FORWARD FOLDING<br>(2) RIGID<br>(3) RECLINING<br>(7) OTHER: _____<br>(8) NOT APPLICABLE<br>(9) UNKNOWN   | <u>3</u><br>30 | <u>3</u><br>31 |
| <b>TYPE OF SEAT MOUNT</b><br>(1) STANDARD<br>(2) PEDESTAL<br>(7) OTHER: _____<br>(8) NOT APPLICABLE<br>(9) UNKNOWN   | <u>1</u><br>17     | <u>1</u><br>18     | <b>SEAT-BACK LOCK TYPE</b><br>(0) NONE<br>(1) MANUAL<br>(2) INERTIA<br>(3) POWER<br>(7) OTHER: _____<br>(8) NOT APPLICABLE<br>(9) UNKNOWN   | <u>3</u><br>32 | <u>3</u><br>33 |
| <b>SWIVEL MECHANISM EQUIPPED</b><br>(0) NO<br>(1) YES<br>(8) NOT APPLICABLE<br>(9) UNKNOWN   | <u>0</u><br>19     | <u>0</u><br>20     | <b>LOCKS HELD</b><br>(0) NO<br>(1) YES<br>(8) NOT APPLICABLE<br>(9) UNKNOWN   | <u>1</u><br>34 | <u>1</u><br>35 |
| <b>ORIGINAL EQUIPMENT SEATS</b><br>(0) NO<br>(1) YES<br>(8) NOT APPLICABLE<br>(9) UNKNOWN  | <u>1</u><br>21     | <u>1</u><br>22     | <b>RECLINER MECHANISM HELD</b><br>(0) NO<br>(1) YES<br>(8) NOT APPLICABLE<br>(9) UNKNOWN  | <u>1</u><br>36 | <u>1</u><br>37 |
| <b>CONTACT OF SEAT BY REAR OCCUPANT</b><br>(0) NO<br>(1) YES<br>(8) NOT APPLICABLE<br>(9) UNKNOWN  | <u>8</u><br>23     | <u>8</u><br>24     | <b>HEAD RESTRAINT</b><br><b>HEAD RESTRAINT TYPE</b><br>(0) NONE<br>(1) ADJUSTABLE<br>(2) INTEGRAL<br>(3) NOT INTEGRAL, BUT CANNOT BE REMOVED<br>(7) OTHER: _____<br>(8) NOT APPLICABLE<br>(9) UNKNOWN | <u>1</u><br>38 | <u>1</u><br>39 |
| <b>FRONT SEAT DAMAGE</b><br>(0) NONE<br>(1) BACKREST ONLY DAMAGED<br>(2) CUSHION ONLY DAMAGED<br>(3) BACKREST & CUSHION DAMAGED<br>(8) NOT APPLICABLE<br>(9) UNKNOWN   | <u>0</u><br>25     | <u>0</u><br>26     | <b>REMOVED PRE-CRASH</b><br>(0) NO<br>(1) YES<br>(8) NOT APPLICABLE<br>(9) UNKNOWN  | <u>0</u><br>40 | <u>0</u><br>41 |
| <b>CENTER ARMREST DAMAGED</b><br>(0) NO<br>(1) YES<br>(7) EQUIPPED, DAMAGE UNKNOWN<br>(8) NOT APPLICABLE<br>(NO CENTER ARMREST)<br>(9) UNKNOWN IF EQUIPPED   | <u>0</u><br>27     |                    | <b>ADJUSTMENT AT CRASH</b><br>(1) UP<br>(2) DOWN<br>(8) NOT APPLICABLE<br>(9) UNKNOWN   | <u>2</u><br>42 | <u>2</u><br>43 |
| <b>FRONT SEAT ROTATION</b><br>(0) NONE APPARENT<br>(1) FORWARD APPARENT<br>(2) REARWARD APPARENT<br>(3) LEFT APPARENT<br>(4) RIGHT APPARENT<br>(5) MULTIPLE ROTATIONS SPECIFY _____<br>(8) NOT APPLICABLE<br>(9) UNKNOWN   | <u>0</u><br>28     | <u>0</u><br>29     | <b>HEAD RESTRAINT DAMAGE</b><br>(0) NONE<br>(1) DAMAGED BUT NOT SEPARATED<br>(2) SEPARATED<br>(8) NOT APPLICABLE<br>(9) UNKNOWN   | <u>0</u><br>44 | <u>0</u><br>45 |

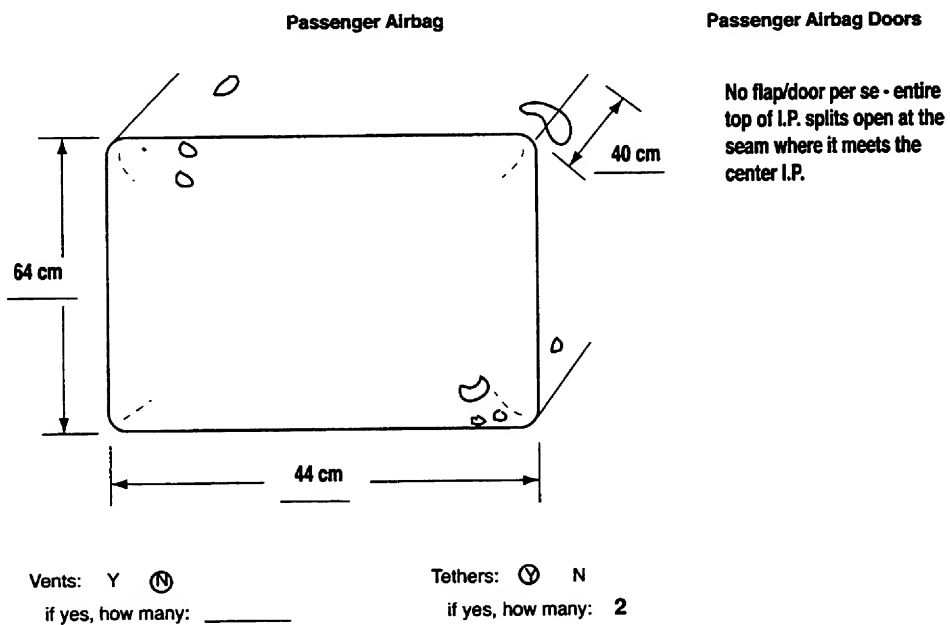
| FRONT SEAT ADJUSTMENT   |  | DRIVER         | PASSENGER       | SECOND SEAT (CONT.)   |  |
|---|--|----------------|-----------------|---|--|
| <b>SEAT ADJUSTMENT TYPE</b><br>(0) NONE (RIGID)<br>(1) MANUAL<br>(2) POWER<br>(7) OTHER: _____<br>(8) NOT APPLICABLE (NO SEAT)<br>(9) UNKNOWN                                   |  | <u>2</u><br>46 | <u>2</u><br>47  | <b>CENTER ARMREST DAMAGED</b><br><br>(0) NO<br>(1) YES<br>(7) EQUIPPED, DAMAGE UNKNOWN<br>(8) NOT APPLICABLE (NO CENTER ARMREST)<br>(9) UNKNOWN IF EQUIPPED |  |
| <b>ADJUSTMENT PROVIDED</b><br>(1) 2-WAY<br>(2) 4-WAY<br>(3) 6-WAY<br>(7) OTHER: <u>8 way</u><br>(8) NOT APPLICABLE<br>(9) UNKNOWN   |  | <u>7</u><br>48 | <u>7</u><br>49  | <b>SECOND SEAT-BACK</b><br><br><b>LOCKS</b><br><br>FOR THE FOLLOWING, USE:<br>(0) NO<br>(1) YES<br>(8) NOT APPLICABLE<br>(9) UNKNOWN                        |  |
| <b>SEAT ADJUSTER DAMAGE</b><br>(0) NONE<br>(1) CHUCKING (FREE PLAY)<br>(2) DEFORMED (RELEASED/JAMMED)<br>(3) SEPARATED<br>(7) OTHER: _____<br>(8) NOT APPLICABLE<br>(9) UNKNOWN |  | <u>0</u><br>50 | <u>0</u><br>51  | <b>LEFT OR CENTER, EQUIPPED</b><br><u>8</u><br>61   |  |
| <b>SEAT ADJUSTER SEPARATION</b><br>(0) NONE<br>(1) SEPARATED AT FLOOR<br>(2) SEPARATION OF ADJUSTER<br>(3) SEPARATED AT SEAT<br>(8) NOT APPLICABLE<br>(9) UNKNOWN               |  | <u>8</u><br>52 | <u>8</u><br>53  | <b>LEFT OR CENTER, HELD</b><br><u>8</u><br>62   |  |
| <b>PRE-CRASH POSITION</b><br>(1) FORWARD<br>(2) MIDDLE<br>(3) REARWARD<br>(8) NOT APPLICABLE<br>(9) UNKNOWN   |  | <u>2</u><br>54 | <u>3*</u><br>55 | <b>RIGHT, EQUIPPED</b><br><u>8</u><br>63  |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>64  |  |
|   |  |                |                 | <b>RIGHT, EQUIPPED</b><br><u>8</u><br>65  |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>66  |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>67  |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>68  |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>69  |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>70  |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>71  |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>72  |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>73  |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>74  |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>75  |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>76  |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>77  |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>78  |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>79  |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>80  |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>81  |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>82  |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>83  |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>84  |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>85  |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>86  |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>87  |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>88  |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>89  |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>90  |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>91  |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>92  |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>93  |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>94  |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>95  |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>96  |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>97  |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>98  |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>99  |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>100   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>101   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>102   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>103   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>104   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>105   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>106   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>107   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>108   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>109   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>110   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>111   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>112   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>113   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>114   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>115   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>116   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>117   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>118   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>119   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>120   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>121   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>122   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>123   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>124   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>125   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>126   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>127   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>128   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>129   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>130   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>131   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>132   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>133   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>134   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>135   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>136   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>137   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>138   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>139   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>140   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>141   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>142   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>143   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>144   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>145   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>146   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>147   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>148   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>149   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>150   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>151   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>152   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>153   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>154   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>155   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>156   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>157   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>158   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>159   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>160   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>161   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>162   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>163   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>164   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>165   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>166   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>167   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>168   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>169   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>170   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>171   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>172   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>173   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>174   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>175   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>176   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>177   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>178   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>179   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>180   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>181   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>182   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>183   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>184   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>185   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>186   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>187   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>188   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>189   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>190   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>191   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>192   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>193   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>194   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>195   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>196   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>197   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>198   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>199   |  |
|   |  |                |                 | <b>RIGHT, HELD</b><br><u>8</u><br>200   |  |

|  |   |   |   |
|--|---|---|---|
| <p>DRIVER SIDE</p> <p>LOCATION OF AIRBAG</p> <p>STEERING WHEEL</p> <p>EQUIPPED</p> <p>(0) NO<br/>(1) YES<br/>(4) PRIOR DEPLOYMENT<br/>NOT REINSTALLED<br/>(9) UNKNOWN IF AIRBAG EQUIPPED</p> <p>DEPLOYED</p> <p>(0) NO<br/>(1) YES<br/>(2) PARTIAL/IMPROPER DEPLOYMENT<br/>(8) NOT APPLICABLE<br/>(NO AIRBAG)<br/>(9) UNKNOWN</p>  | <p><u>1</u><br/>13</p> <p><u>1</u><br/>14</p> | <p>PASSENGER SIDE</p> <p>LOCATION OF AIRBAG</p> <p>INSTRUMENT PANEL (GLOVE BOX)</p> <p>EQUIPPED</p> <p>(0) NO<br/>(1) YES<br/>(4) PRIOR DEPLOYMENT<br/>NOT REINSTALLED<br/>(9) UNKNOWN IF AIRBAG EQUIPPED</p> <p>DEPLOYED</p> <p>(0) NO<br/>(1) YES<br/>(2) PARTIAL/IMPROPER DEPLOYMENT<br/>(8) NOT APPLICABLE<br/>(NO AIRBAG)<br/>(9) UNKNOWN</p>                  | <p><u>1</u><br/>16</p> <p><u>1</u><br/>17</p> |
| <p>CONDITION OF AIRBAG</p> <p>STEERING WHEEL</p> <p>(0) NO DAMAGE<br/>(2) SPLIT OR TORN<br/>(3) CUT DURING CRASH<br/>(4) BURNED/MELTED<br/>(5) CUT POST CRASH<br/>(6) OTHER _____<br/>(7) DAMAGED, CONDITION UNKNOWN<br/>(8) NOT APPLICABLE (NOT EQUIPPED/NOT DEPLOYED)<br/>(9) UNKNOWN IF EQUIPPED<br/>OR CONDITION</p>           | <p><u>1</u><br/>15</p>                        | <p>CONDITION OF AIRBAG</p> <p>INSTRUMENT PANEL (GLOVE BOX)</p> <p>(0) NO DAMAGE<br/>(2) SPLIT OR TORN<br/>(3) CUT DURING CRASH<br/>(4) BURNED/MELTED<br/>(5) CUT POST CRASH<br/>(6) OTHER _____<br/>(7) DAMAGED, CONDITION UNKNOWN<br/>(8) NOT APPLICABLE (NOT EQUIPPED/NOT DEPLOYED)<br/>(9) UNKNOWN IF EQUIPPED<br/>OR CONDITION</p>                              | <p><u>1</u><br/>18</p>                        |
| <p>DRIVER SIDE</p> <p>AIRBAG</p> <p>STEERING WHEEL</p> <p>TETHER</p> <p>(0) NO<br/>(1) YES<br/>(6) OTHER _____<br/>(7) UNKNOWN IF TETHERED<br/>(8) NOT APPLICABLE<br/>(NO AIRBAG)<br/>(9) UNKNOWN IF AIRBAG EQUIPPED</p> <p>MARKED BY CONTACT</p> <p>(0) NO<br/>(1) YES<br/>(8) NOT APPLICABLE<br/>(NO AIRBAG)<br/>(9) UNKNOWN</p> | <p><u>1</u><br/>19</p> <p><u>1</u><br/>20</p> | <p>PASSENGER SIDE</p> <p>AIRBAG</p> <p>INSTRUMENT PANEL (GLOVE BOX)</p> <p>TETHER</p> <p>2 straps</p> <p>(0) NO<br/>(1) YES<br/>(6) OTHER _____<br/>(7) UNKNOWN IF TETHERED<br/>(8) NOT APPLICABLE<br/>(NO AIRBAG)<br/>(9) UNKNOWN IF AIRBAG EQUIPPED</p> <p>MARKED BY CONTACT</p> <p>(0) NO<br/>(1) YES<br/>(8) NOT APPLICABLE<br/>(NO AIRBAG)<br/>(9) UNKNOWN</p> | <p><u>1</u><br/>21</p> <p><u>1</u><br/>22</p> |

AIRBAG NUMBER ON DRIVER SIDE:



AIRBAG NUMBER ON PASSENGER SIDE:



NOTE TO THE INVESTIGATOR:

THE FOLLOWING TWO SECTIONS,  
OCCUPANT INFORMATION AND INJURY CLASSIFICATION,  
ARE TO BE FILLED IN  
FOR EACH CASE VEHICLE OCCUPANT,  
WHETHER INJURED OR NOT.

IF THERE IS MORE THAN ONE OCCUPANT,  
USE ADDITIONAL COPIES  
OF PAGES OC-1, OC-2, OC-3,  
AND IC-2 TO DESCRIBE THEM  
AND ATTACH THE COPIES TO THIS REPORT.



Duplicate columns 1-8  
from the previous card.

Module 0 9 C 10 Format 0 11 2 12

# OCCUPANT INFORMATION OC-1

## OCCUPANT IDENTIFICATION

OCCUPANT NUMBER

01  
13 14

ROLE OF OCCUPANT AT 1ST IMPACT

- (1) MOTOR VEHICLE DRIVER
- (2) MOTOR VEHICLE PASSENGER  
(NOT DRIVER)
- (9) UNKNOWN

1  
15

## OCCUPANT POSITION

ROW LOCATION

- (1) FRONT
- (2) SECOND
- (3) THIRD
- (4) FOURTH
- (7) OTHER: \_\_\_\_\_
- (8) EXTERNAL TO PASSENGER  
COMPARTMENT (E.G. BED OF PICKUP)
- (9) UNKNOWN

1  
16

LATERAL LOCATION

- (1) LEFT
- (2) LEFT CENTER
- (3) CENTER
- (4) RIGHT CENTER
- (5) RIGHT
- (6) ALL (LYING ON SEAT)
- (8) EXTERNAL TO PASSENGER  
COMPARTMENT
- (9) UNKNOWN

1  
17

POSTURE

- (10) SITTING ON SEAT
- (11) SITTING ON SEAT IN ABNORMAL  
POSITION (E.G. FEET ON DASH,  
SIDEWAYS)
- (12) SITTING ON CONSOLE
- (20) ON LAP OR IN ARMS
- (30) STANDING ON SEAT
- (40) STANDING ON FLOOR
- (47) STANDING, EXTERNAL TO  
PASSENGER COMPARTMENT
- (50) IN BASSINET
- (60) IN CHILD SEAT
- (65) IN CHILD HARNESS
- (70) LYING ON SEAT
- (80) LYING/SITTING ON PASSENGER  
FLOOR
- (83) LYING/SITTING ON OTHER  
OBJECT IN PASSENGER  
COMPARTMENT: \_\_\_\_\_
- (85) ON CARGO FLOOR/FOLDED  
SEAT-BACK
- (87) LYING/SITTING, EXTERNAL TO  
PASSENGER COMPARTMENT
- (97) OTHER: \_\_\_\_\_
- (99) UNKNOWN

10  
18 19

## PHYSICAL DESCRIPTION

AGE IN YEARS

- (00) LESS THAN 1 YEAR
- (98) 98 YEARS OR OLDER
- (99) UNKNOWN

80  
20 21

AGE IN MONTHS

- (00) LESS THAN 1 MONTH
- (25) 25 MONTHS OR OLDER
- (99) UNKNOWN

25  
22 23

MASS (kg)

- (999) UNKNOWN

088  
24 25 26

HEIGHT (cm)

- (999) UNKNOWN

178  
27 28 29

SEX

- (1) MALE
- (2) FEMALE
- (9) UNKNOWN

1  
30

## MEDICAL CONDITIONS

TREATMENT/MORTALITY

- (00) NONE
- (01) FIRST AID AT SCENE
- (02) TREATED AT HOSPITAL/CLINIC  
BUT NOT ADMITTED
- (03) HOSPITALIZED FOR OBSERVATION  
LESS THAN 24 HOURS
- (04) HOSPITALIZED OVER 24 HOURS  
OR FOR SIGNIFICANT TREATMENT
- (05) FATAL, DEAD AT SCENE
- (06) FATAL, DOA
- (07) FATAL, DEAD WITHIN 24 HOURS
- (08) FATAL, DEAD 24 HOURS TO  
31 DAYS LATER
- (09) FATAL, DEAD 31 DAYS TO  
1 YEAR LATER
- (10) FATAL DEAD WITHIN UNKNOWN  
PERIOD
- (99) UNKNOWN

04  
31 32

INJURY SEVERITY SCORE (ISS)

- (99) UNKNOWN

05  
33 34

NON-IMPACT MED. CONDITIONS

- (0) NONE
- (1) YES, TIME & TYPE UNKNOWN
- (2) PRE-CRASH FATAL (CLINICAL  
DEATH AT WHEEL)
- (3) PRE-CRASH NON-FATAL (E.G.  
PRIOR INJURY, STROKE)
- (4) PREGNANT
- (5) POST-CRASH FATAL (DROWNING)
- (6) POST-CRASH NON-FATAL INJURY
- (7) OTHER: \_\_\_\_\_
- (8) COMBINATION OF ABOVE  
(CIRCLE EACH)
- (9) UNKNOWN

0  
35

# OCCUPANT INFORMATION OC-2

## MEDICAL CONDITIONS (CONT.)

### POLICE INJURY SEVERITY CODE FOR THIS OCCUPANT

- (0) O - NO INJURY
- (1) C - POSSIBLE INJURY
- (2) B - NON-INCAPACITATING
- (3) A - INCAPACITATING INJURY
- (4) K - FATAL
- (5) INJURED, SEVERITY UNKNOWN
- (6) DIED PRIOR TO IMPACT
- (7) NON-FATAL INJURY,  
SEVERITY UNKNOWN
- (9) UNKNOWN

3  
36

## CHILD SEAT TYPE

- (00) NONE USED
- (01) YES, USED
- (02) INTEGRAL, Chrysler Mini-van
- (88) NOT APPLICABLE  
(ADULT OR OLDER CHILD)
- (99) UNKNOWN

88  
41 42

## CHILD SEAT MAKE/MODEL

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

## RESTRAINT SYSTEM

### ACTIVE RESTRAINT SYSTEM

- (0) NONE
- (1) LAP BELT
- (2) SHOULDER HARNESS ONLY
- (3) BOTH LAP BELT &  
SHOULDER HARNESS
- (9) UNKNOWN

3  
37

### ACTIVE RESTRAINT SYSTEM USAGE

- (0) NONE (AVAILABLE BUT NOT USED)
- (1) LAP BELT ONLY
- (2) SHOULDER HARNESS ONLY
- (3) BOTH LAP BELT &  
SHOULDER HARNESS
- (7) IMPROPER USAGE
- (8) NOT APPLICABLE (NONE AVAILABLE)
- (9) UNKNOWN

3  
38

### PASSIVE RESTRAINT SYSTEM

- (0) NONE
- (1) AIRBAG INSTALLED
- (2) PASSIVE UPPER TORSO  
WITH KNEE BOLSTERS
- (3) PASSIVE UPPER TORSO  
WITHOUT KNEE BOLSTERS
- (4) PASSIVE LAP & UPPER TORSO
- (5) AIRBAG INSTALLED &  
PASSIVE RESTRAINT
- (7) OTHER: \_\_\_\_\_
- (9) UNKNOWN

1  
39

### PASSIVE RESTRAINT SYSTEM USAGE

- (0) SYSTEM DEFEATED
- (1) AIRBAG NOT DEPLOYED
- (2) AIRBAG DEPLOYED
- (3) AIRBAG NOT REINSTALLED
- (4) PASSIVE UPPER TORSO USED
- (5) PASSIVE LAP & UPPER TORSO USED
- (6) SYSTEM USED IN MANUAL MODE
- (7) IMPROPER USAGE
- (8) NOT APPLICABLE (NOT ORIGINALLY  
EQUIPPED)
- (9) UNKNOWN

2  
40

## EJECTION

### DEGREE OF EJECTION

- (0) NONE
- (1) PARTIAL
- (2) COMPLETE
- (7) EJECTED, DEGREE UNKNOWN
- (9) UNKNOWN IF EJECTED

0  
43

### AREA OF EJECTION

- (01) WINDOW, LEFT SIDE
- (02) WINDOW, RIGHT SIDE
- (03) WINDOW, REAR
- (04) DOOR, LEFT SIDE
- (05) DOOR, RIGHT SIDE
- (06) DOOR, REAR OR TAILGATE
- (07) WINDSHIELD
- (08) ROOF OR OPEN CONVERTIBLE OR  
FROM EXTERNAL AREA
- (96) EJECTED AREA UNKNOWN
- (97) OTHER AREA: \_\_\_\_\_
- (98) NOT APPLICABLE (NOT EJECTED)
- (99) UNKNOWN IF EJECTED

98  
44 45

IF OCCUPANT WAS EJECTED, DESCRIBE  
IN DETAIL BELOW:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

## HEAD RESTRAINT

### HEAD RESTRAINT AVAILABLE FOR THIS POSITION

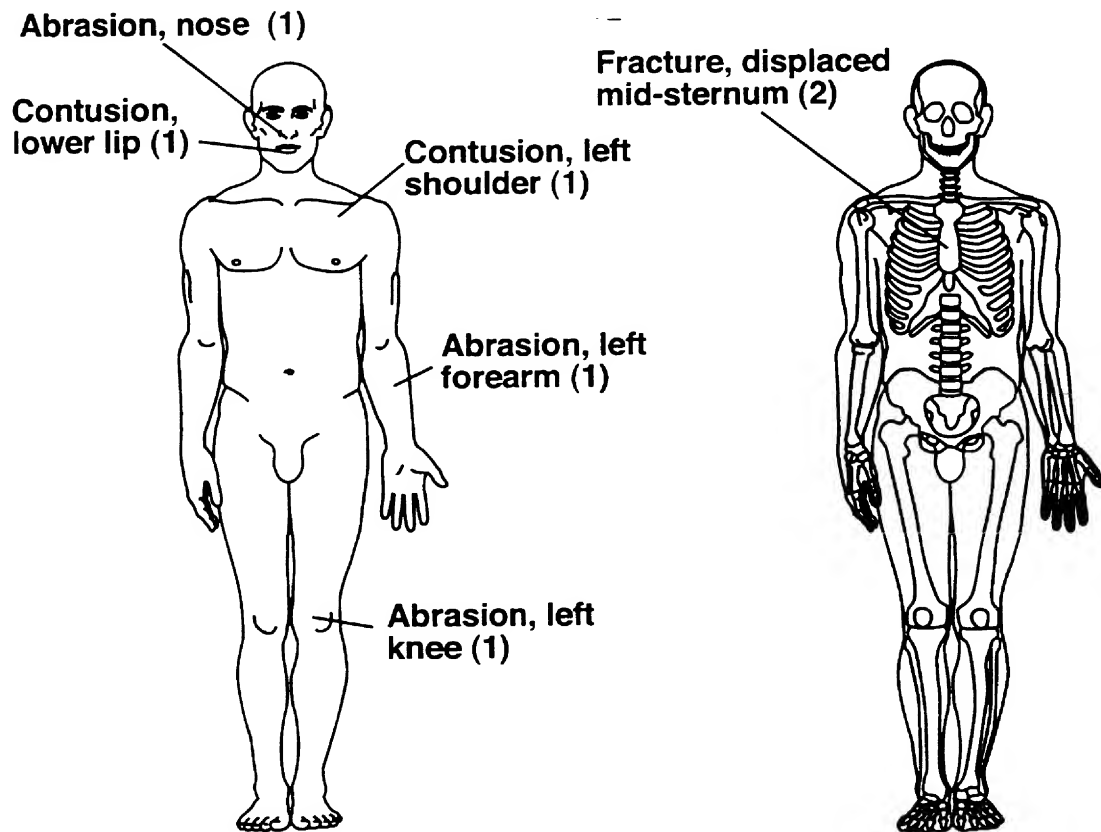
- (0) NOT EQUIPPED OR REMOVED
- (1) EQUIPPED
- (9) UNKNOWN

1  
46

## OCCUPANT INFORMATION OC-3

| OCCUPANT EYEWEAR   |                | SOURCE OF INFORMATION  |                |
|--|----------------|--|----------------|
| (0) NONE<br>(1) GLASSES<br>(2) CONTACTS<br>(3) BOTH GLASSES AND CONTACTS<br>(4) OTHER _____<br>(8) NOT APPLICABLE<br>(9) UNKNOWN | <u>1</u><br>47 | (0) INTERVIEW<br>(1) HOSPITAL<br>(2) AUTOPSY<br>(3) POLICE<br>(4) OTHER _____<br>(5) LAY CORONER/EXTERNAL EXAM<br>(7) COMBINATION OF ABOVE (CIRCLE)<br>(8) NOT APPLICABLE<br>(9) UNKNOWN | <u>7</u><br>48 |

INDICATE LOCATION OF INJURIES.



INJURY CLASSIFICATION IC-1

## OCCUPANT INJURY CLASSIFICATION

**Duplicate "Occupant Number" for each line.**

49

## CODES FOR AREAS OF POSSIBLE OCCUPANT CONTACT

## FRONT OF PASSENGER COMPARTMENT

- (10) SUNVISOR, FITTING(S) &/OR TOP MOLDING
- (12) WINDSHIELD
- (05) INSTRUMENT PANEL (*SPECIFIC AREA UNKNOWN*)
- (54) UPPER INSTRUMENT PANEL (X)
- (55) MIDDLE INSTRUMENT PANEL (Y)
- (56) LOWER INSTRUMENT PANEL (Z)
- (81) ASH TRAY (*INSTRUMENT PANEL*)
- (02) GLOVE COMPARTMENT AREA
- (47) AIRBAG (ACRS) COMPARTMENT DOOR/COVER
- (57) BENEATH INSTRUMENT PANEL
- (53) PARCEL TRAY
- (48) KNEE RESTRAINT
- (86) VERTICAL CONSOLE
- (28) FOOT CONTROLS (*INCL. PARKING BRAKE PEDAL*)
- (09) STEERING ASSEMBLY (*SPECIFIC AREA UNKNOWN*)
- (65) STEERING WHEEL
- (66) STEERING WHEEL COLUMN
- (59) TRANSMISSION LEVER ON COLUMN
- (03) HARDWARE ITEM (*SPECIFIC AREA UNKNOWN*)
- (82) INSTRUMENT(S)
- (83) CONTROL KNOB(S) & LEVER(S) (*FRONT*)
- (84) PARKING BRAKE HANDLE IN FRONT
- (67) IGNITION KEY
- (06) MIRROR
- (04) HEATER OR AIR CONDITIONING DUCTS
- (01) AIR CONDITIONING OR VENTILATION OUTLET(S)
- (08) RADIO (*BUILT IN*)
- (58) ADD-ON TAPE DECK, RADIO, A/C
- (68) ROOF MOUNTED CONTROLS/CONSOLES

## REAR

- (88) SURFACE OF REAR INTERIOR
- (23) REAR WINDOW
- (39) REAR WINDOW HEADER
- (50) REAR SEAT CUSHION & BACK

## INTERIOR-GENERAL

- (11) TRANSMISSION SELECTION LEVER (*LOCATION UNK.*)
- (59) TRANSMISSION LEVER ON STEERING COLUMN
- (44) TRANSMISSION LEVER ON FLOOR OR CONSOLE
- (07) PARKING BRAKE HANDLE (*LOCATION UNKNOWN*)
- (84) PARKING BRAKE HANDLE IN FRONT
- (85) PARKING BRAKE HANDLE ON FLOOR OR CONSOLE
- (28) FOOT CONTROLS (*INCL. PARKING BRAKE PEDAL*)
- (29) FRONT SEAT-BACK(S)
- (51) FRONT SEAT CUSHION
- (50) REAR SEAT CUSHION & BACK
- (49) ARMREST ON SEAT
- (89) UNDER SEAT BOTTOM
- (33) RESTRAINT SYSTEM HARDWARE
- (34) RESTRAINT SYSTEM WEBBING
- (87) AIR CUSHION SKIN (*AIRBAG*)
- (47) AIRBAG (ACRS) COMPARTMENT DOOR/COVER
- (46) AIRBAG GAS
- (48) KNEE RESTRAINT
- (30) HEAD RESTRAINT
- (42) CHILD SEAT RESTRAINTS
- (43) CHILD SEAT
- (31) INTERIOR LOOSE OBJECT
- (32) OTHER OCCUPANT(S)
- (52) INTERNAL FLYING GLASS (*FROM ANY SOURCE*)
- (41) UNKNOWN INTERIOR SURFACE

## SIDES

- (20) SURFACE OF SIDE INTERIOR
- (19) HARDWARE ON SIDE OR DOOR
- (13) ARMREST ON SIDE OR DOOR
- (24) COAT HOOK
- (22) WINDOW GLASS (*SIDE*)
- (21) WINDOW FRAMES (*SIDE*)
- (26) ROOF SIDE RAIL
- (14) A-PILLAR
- (15) B-PILLAR
- (16) C-PILLAR
- (17) D-PILLAR

## FLOOR

- (40) FLOOR
- (27) CONSOLE ON FLOOR OR BETWEEN SEATS
- (44) TRANSMISSION LEVER ON FLOOR OR CONSOLE
- (85) PARKING BRAKE HANDLE ON FLOOR OR CONSOLE
- (28) FOOT CONTROLS (*INCL. PARKING BRAKE PEDAL*)
- (91) KICKPANEL

## ROOF

- (25) ROOF OR CONVERTIBLE TOP
- (10) SUNVISOR, FITTING(S) &/OR TOP MOLDING
- (26) ROOF SIDE RAIL
- (24) COAT HOOK
- (18) DOME LIGHT
- (39) BACKLIGHT HEADER
- (68) ROOF MOUNTED CONTROLS/CONSOLE
- (69) ROLL BAR

## EXTERIOR SURFACE OF CASE VEHICLE

- (37) OUTSIDE SURFACE OF CASE VEHICLE (*SPECIFIC AREA UNKNOWN*)
- (35) HOOD OF CASE VEHICLE
- (60) EXTERIOR OF CASE VEHICLE (E.G. *OUTSIDE MIRRORS, ANTENNA, TRIM*)
- (62) EXTERIOR SIDE ROOF RAIL OF CASE VEHICLE
- (63) TRUNK LID OF CASE VEHICLE
- (64) TIRES OF CASE VEHICLE

## BEYOND CASE VEHICLE BOUNDARY

- (36) AREA EXTERIOR TO CAR (*SPECIFIC AREA UNK.*)
- (70) HOOD OF OTHER VEHICLE
- (71) OTHER VEHICLE EXTERIOR HARDWARE (E.G. *OUTSIDE MIRRORS, ANTENNA, TRIM*)
- (73) EXTERIOR SIDE ROOF RAIL OF OTHER VEHICLE
- (74) HEADLIGHT OR FRONT GRILL OF OTHER VEH.
- (75) TRUNK OF OTHER VEHICLE
- (76) OUTSIDE SURFACE OF OTHER VEHICLE
- (77) TIRES OF OTHER VEHICLE
- (78) GROUND
- (79) WATER
- (80) EXTERIOR OBJECT (*NOT VEHICLE, GROUND, OR WATER. PLEASE DESCRIBE.*)

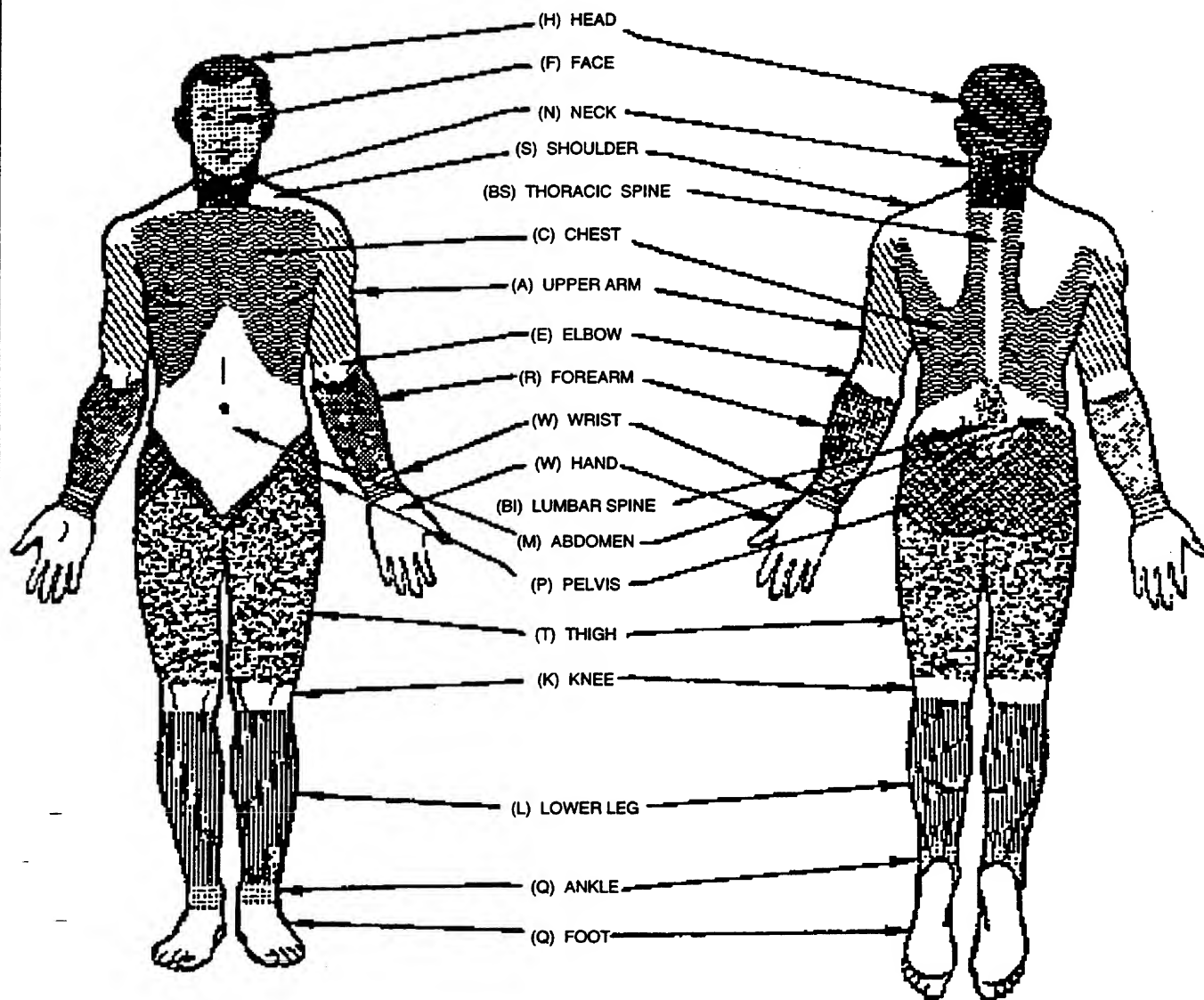
## PENETRATING OBJECTS

- (61) OTHER VEHICLE
- (72) OBJECTS (*DESCRIBE*)

## MISCELLANEOUS

- (00) NO CONTACT (*INVALID FIELD FORM CODE*)
- (38) OTHER (E.G. *FIRE. DESCRIBE*)
- (90) SPARE TIRE
- (96) INDUCED
- (97) EJECTED, UNKNOWN CONTACT
- (98) IMPACT FORCE, "WHIPASH", HYPEREXTENSION/COMPRESSION
- (99) UNKNOWN AREA OF CONTACT

THE FIGURE BELOW  
IS AN EXPLANATION OF THE BODY REGION CODES  
LISTED ON PAGE IC - 4.



## CODES FOR OCCUPANT INJURY CLASSIFICATION (OIC)

| 1 | BODY REGION              | 3           | LESION                              | 4 | SYSTEM/ORGAN  |
|---|--------------------------|-------------|-------------------------------------|---|---|
|   | (H) HEAD/SKULL           |             | (L) LACERATION                      |   | (S) SKELETAL  |
|   | (F) FACE                 |             | (C) CONTUSION                       |   | (V) VERTEBRAE                                       |
|   | (N) NECK                 |             | (A) ABRASION                        |   | (J) JOINTS  |
|   | (S) SHOULDER             |             | (F) FRACTURE                        |   | (D) DIGESTIVE                                       |
|   | (X) UPPER EXTREMITIES    |             | (P) PERFORATION,<br>PUNCTURE        |   | (L) LIVER   |
|   | (A) ARM ( <i>UPPER</i> ) |             | (K) CONCUSSION                      |   | (N) NERVOUS SYSTEM                                  |
|   | (E) ELBOW                |             | (V) AVULSION                        |   | (B) BRAIN   |
|   | (R) FOREARM              |             | (R) RUPTURE                         |   | (C) SPINAL CORD                                     |
|   | (W) WRIST/HAND           |             | (S) SPRAIN                          |   | (E) EARS  |
|   | (C) CHEST                |             | (D) DISLOCATION                     |   | (O) EYES  |
|   | (M) ABDOMEN              |             | (N) CRUSH                           |   | (A) ARTERIES  |
|   | (B) BACK                 |             | (M) AMPUTATION                      |   | (H) HEART   |
|   | (P) PELVIC/HIP           |             | (B) BURN                            |   | (Q) SPLEEN  |
|   | (Y) LOWER EXTREMITIES    |             | (G) DETACHMENT,<br>SEPARATION       |   | (G) UROGENITAL                                      |
|   | (T) THIGH                |             | (Z) FRACTURE AND<br>DISLOCATION     |   | (K) KIDNEYS   |
|   | (K) KNEE                 |             | (T) STRAIN                          |   | (R) RESPIRATORY                                     |
|   | (L) LEG ( <i>LOWER</i> ) |             | (E) TOTAL SEVERANCE,<br>TRANSECTION |   | (P) PULMONARY/LUNGS                                 |
|   | (Q) ANKLE/FOOT           |             | (O) OTHER                           |   | (M) MUSCLES   |
|   | (O) WHOLE BODY           |             | (U) UNKNOWN                         |   | (T) THYROID, OTHER<br>ENDOCRINE GLAND               |
|   | (U) UNKNOWN              |             |                                     |   | (I) INTEGUMENTARY ( <i>SKIN</i> )                   |
|   |                          |             |                                     |   | (W) ALL SYSTEMS IN REGION                           |
|   |                          |             |                                     |   | (U) UNKNOWN   |
| 2 | ASPECT                   |             |                                     | 5 | SEVERITY<br>(OR "AIS", ABBREVIATED<br>INJURY SCALE) |
|   | (R) RIGHT                | BODY REGION | LESION                              |   | (0) NONE  |
|   | (L) LEFT                 |             |                                     |   | (1) MINOR   |
|   | (B) BILATERAL            |             |                                     |   | (2) MODERATE  |
|   | (C) CENTRAL              |             |                                     |   | (3) SERIOUS   |
|   | (A) ANTERIOR/FRONT       | 1           | 2                                   | 3 | (4) SEVERE  |
|   | (P) POSTERIOR/BACK       |             |                                     | 4 | (5) CRITICAL  |
|   | (S) SUPERIOR/UPPER       |             |                                     | 5 | (6) MAXIMUM   |
|   | (I) INFERIOR/LOWER       |             |                                     |   | (9) UNKNOWN   |
|   | (W) WHOLE REGION         |             |                                     |   |   |
|   | (U) UNKNOWN              |             |                                     |   |   |



1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26

100





PN 21100 #2



PN 21100 #3



PN21100 #4  
Best Available



PN 21100 #5



PN 21100 #6



PN 21100 #7



PN 21100 #8





PN 21100 #9



PN21100 #10



PN 21100 #11



PN21100#12



PN 21100#13



PN 21100 #14



**PN21100#15**  
**Best Available**



PN 21100 #18





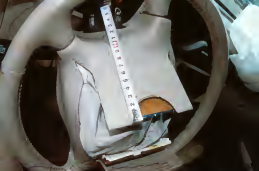
PN 21100 #17



PN 21100 #18



PN21100 #19



PN 21100#20



PN21100 #21



PN 21100 #22



PN21100#23



PN 21100 #24





PN 21100 #25



PN 21100 #26



PN21100 #27



PN 21100 #28



PN 21100#29



PN 21100 #30



PN 21100 #31



PN21100 #32





PN 21100 #33



PN 21100 #34

Unit: 100-100000

1000-Casefile

Casefile: 1000-100000

Unit: 100-100000-100000

1000-Casefile

1000-Casefile

1000-Casefile

1000-Casefile: 1000-100000

1000-Casefile: 1000-100000

1000-Casefile: 1000-100000

1000-Casefile: 1000-100000

1000-Casefile: 1000-100000

1000-Casefile: 1000-100000

1000-Casefile: 1000-100000

1000-Casefile: 1000-100000

1000-Casefile: 1000-100000



PN 21 100 #35